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Office communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANGS. Cables: A.H.C. 5th Ed. Lieber. P. O. Box 64. Telephone No. 12.

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The Daily Press.

HONGKONG, FEBRUARY 19TH, 1908.

A few lines in a Paris newspaper of the 13th ultimo to the effect that HENRY FARMAN, an English aeronaut, had won the Deutsch-Dezon prize of £400 offered for traversing the first kilometre, 3280 feet, actually in the air, in a machine heavier than the atmosphere, and dependent for its flotation on internal machinery, marks perhaps the commencement of a new era more markedly than the running of the first railway train independent of horse as a means of propulsion. Long ago HORACE wondered at the amount of oak and triple brass he must have had round his chest who first committed his frail craft to the cruel deep, but Mr. FARMAN had discarded both the oak and the triple brass as quite beyond the necessities of his still frail craft; and only succeeded through the aid of aluminium, the lightest of all metals, the very thought of which had never occurred to HORACE in his very highest flights of poetic imagination. But this recalls the thought how very much the accomplishment of the first flight has been dependent on studies and inventions into which the idea of flight never once entered. Many of the greatest inventions of the world, meaning by greatest those that have brought about the greatest changes in human life and conduct, have been brought about almost unconsciously, and their ultimate consequences have never formed any part of the motive. A good generation past, a man of the name of Fox, in search of a method of making the clumsy umbrella of his day look a little more seemly in the hands of a dandy, bethought himself that

if he used for his ribs a finer quality of steel, and grooved them so as to make them practically hollow, he would obtain the same actual strength while diminishing considerably the weight and size. The idea led to the construction of machinery for the purpose of grooving the ribs, and Fox's "Paragon Umbrella" while the patent lasted, carried the market with it, no other having a chance against it. About forty years ago, after many velocipedes of various degrees of rudeness had been tried by our great-grand fathers, some-one happened to find that he could run about and balance himself on two wheels, set one before another. The dandies of the time of the Regency did indeed make use of such an instrument, as we can see by consulting the caricaturists of the day; but the dandy had to put his feet to the ground to gain an impetus from without, so that soon the toy went out of use as being an incumbrance rather than a help to progression. As soon as the discovery was made that any one after a little practice could learn to balance himself, and could thus proceed at a faster pace, and with less fatigue on wheels than by ordinary walking little by little the bike, as it soon came to be familiarly called, came into fashion, and many a poor city clerk who found paying twice a day for his omnibus a strain on his feeble resources, was able to accomplish the journey in less time and with actual enjoyment to himself, and benefit to his health. But the bike of those days was rudeness itself, and soon acquired the well deserved name of "bone-shaker," and the inventor saw that there was a way open to improve; but the new amendments needed machinery, and little by little each part of the machine was improved with the object of reducing weight and increasing strength with so keen a zest that rapidly as the popular use of the bike grew, the machinery for its manufacture grew still more rapidly, and the new industry was actually becoming bankrupt. A few Frenchmen had meanwhile been making experiments with the object of propelling vehicles by machinery instead of horse power, and thereby as they conceived diminishing the cost. Some eighty years ago such a thing had in England been proved feasible, but for a time a steam carriage had actually run regularly from London to Bath, but the opposition was so strong that it was suppressed by parliament making the duty so heavy as to be actually prohibitive. In France legislation had not been so foolish as to put a positive bar on advice, and the French roads were free; the success of the bike had led to the erection of suitable machinery, much of which was waiting for employment, and the methods of producing light yet strong framework had been made a regular subject of study under the influence of the cycle demand, so that the French engineers found that much of the opening ground had been cleared for them, and that if they could contrive a suitable engine there was a fair chance of success. Little by little, each maker throwing his whole knowledge and energy into the task, this was accomplished, and so well that even in England the obstructive enactments, which for some years kept English makers out of the field, were gradually relaxed. Probably no invention within the last three quarters of a century has made so great a social change as the successful introduction of the cycle, and its successor, the motor car. It is even doubtful if it have not within the last forty years brought about a greater social change than that which immediately followed the introduction of the Railway system.

Of course since the days of ARCHIMEDES, men have dreamt of obtaining the command of the air as well as of the land and water; and when MONGOLIER invented his fire balloon the tongues of the prophets were for a time let loose, and men looked with expectation or distrust on the future, as their peculiar fancies led them to take the bright or gloomy view of the multiplication of inventions. It was soon seen that MONGOLIER's balloon would not bring about any rapid or noticeable change, and that it never could become anything better than a mere scientific toy. Something better seemed to be promised in the gas balloon, which was soon found to be little more practicable. Still men would exercise themselves in exertions which the mere scientific saw could not be brought into practical use, and as the utility of being able to reconnoitre an enemy's lines could not fail to be of enormous advantage in time of war, the military Powers always encouraged experiments in the art of flotation in the air. The success with which the difficulties of the motor car had been overcome, and the success with which motor engines developing extremely high powers could be made of but a few pounds weight per horse power, now began

to affect men's minds as to the possibility of navigating the air by the resistance of the air itself. In a small way this had been done from time immemorial in the form of kites, but a kite at its best had but a narrow field of action which there seemed little hope of extending. It was evident that there were dangers in the way, which the bravest did not care to encounter; but the opinions of practical men, with the improvement in motors brought about by the experience of the motor car, commenced to change, and calculations founded on actual results now appeared to show that if the machine could be made sufficiently light without compromising strength, there would be little difficulty about the motive power. This was the last stage, and ingenuity now set itself to the same task as Fox with his umbrella some sixty years ago.

It will thus be evident that at no previous period of the world's history could a practical flying machine have been possible; aluminium, bicycles, rubber tires, high tension steels were none of them invented in the pursuit of aerial navigation, yet each one in its way, however slight or unobserved, has actually brought nearer what at first was nothing more than an impalpable dream. In fact man here has unconsciously been following the way of nature without foreseeing the result, and as the radiolarian on the rock has developed into the eagle soaring in the heavens, so man, in his earliest experiences confined to the surface of the ground has little by little learnt to take advantage of his surroundings, and now with some prospect of success essays to take possession of the air. The lesson, of course, is that in the pursuit of knowledge we must never ask the question as to the utility of the pursuit. If it be knowledge the wisest man looks upon that as his reward, secure in the assurance that, if it be not his good fortune to benefit from it, his successors, it may be thousands of years hence, will eventually be the gainers.

Early yesterday morning the temperature at the Peak fell to 39 degrees, a most unusual drop.

At a meeting of the Hongkong Shareholders Committee, held yesterday, it was decided that the next general examination be held in June.

The first authoritative statement of the case for the Portuguese agitators that we have so far read is reproduced on page 5 to-day. We may explain that it is taken from the new socialist review published by Mr. T. Fisher Unwin.

Before Mr. H. J. Gompertz at the Police Court yesterday, a hawk who was found in possession of 13 ten cent pieces, one five cent piece, and two dollars, all spurious, was sentenced to six weeks' imprisonment with hard labour.

The many friends of Mr. N. S. Forbes, of Messrs. Shaw, Tomes and Co. of Shanghai, who were formerly engaged at the local branch of the firm, will regret to hear of his untimely death as the result of a shooting accident. The cable received here by Messrs. Shaw, Tomes and Co. does not furnish particulars of the accident. It only states that Mr. Forbes was accidentally shot, and died on Sunday morning.

At the Marine Court yesterday before the Hon. Commander Basil Taylor, R.N., Marine Magistrate, Police Sergeant Birchell proceeded against Cheung Kam, master of the steam launch "Yan Lee" for unlawfully carrying 12 passengers in excess of the number allowed by his license, on the 13th inst. Defendant was also summoned for having failed to observe the rules of the road in the harbour on the same night. He was fined \$100 for the first offence and \$25 for the second.

By kind permission of Lieut. Col. Price and Officers, the band of the 129th Regiment Duke of Connaught's Own Baluchis will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday 20th February, 1908 (weather permitting):

March	"Maiden"	Clarke
Overture	"Le Flautiste"	Kline
Valse	"La Vengance"	Boeder
Fantasia	"Alpine Echoes"	Hortford
Gavotte	"Eunice"	Babson
Scherzo	"The Song of the Lark"	Babson
Dance des Satyres	"C. Le Thiere"	Two Steps
"Socle"	Gallia	
God Save the King		

There was a crowded house at the Y.M.C.A. Literary and Debating Society's "Parliament" on Monday night when the Government's Bill to make elementary education compulsory in the Colony came up for consideration. A long and highly interesting debate ensued. Just before the closure Mr. White (Independent) proposed an amendment to the effect that the Bill be heard that day twelvemonths and that the intervening period be used for the gathering together of statistics which was carried by a majority of four. The Cabinet as a result held a hasty meeting, after which the Premier announced their decision to resign. Mr. S. Kingsbury (late Leader of the Opposition) was commanded to form a new Ministry. The Bill received very able support from Messrs. Moss, Brown, Lowry and McPherson. The speakers opposing the measure were Messrs. Kingsbury, Barrington, Sutton, C. Suojee and A. Baker.

How to be BRAVUTIN—Keep your complexion, Mrs. Ellen's Orlins Charmante, Latit Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her Specialties for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

TELEGRAMS.

[REUTERS' SERVICE.]

ANGLO-AMERICAN ARBITRATION.

LONDON, February 16th.
Negotiations for an Anglo-American Arbitration Treaty are progressing satisfactorily in Washington.

CHINESE IN THE TRANSVAAL.

LONDON, February 16th.
Chinese thumb impressions have been accepted as sufficient identification and all grievances have been removed.

EXPEDITION AGAINST THE ZAKAKHELS.

LONDON, February 16th.
The Expedition has entered the Bazaar Valley; the pickets engaged the Zakakhels and surprised the strongest position.

THE JAPANESE IN BRITISH COLUMBIA.

LONDON, February 16th.
Two Japanese arriving at Victoria from the United States were refused admission and upon insisting, were arrested.

KILLED BY A FALL.

WHILE ESCAPING FROM POLICE.
At the Magistrate's yesterday afternoon before Mr. H. J. Gompertz and a jury, an inquiry was held into the circumstances surrounding the death of Wong Pui, who was killed as the result of a gambling raid at a house in Des Voux Road West on the morning of the 26th of last month.

Mr. Gompertz informed the jurors that on the morning in question a plain clothes constable proceeded the general party of police, he supposed, to see what was going on with a view to give evidence. When the constable got to the door somebody in the street gave the alarm that the police were coming, and in the hurry to escape two men fell over the verandah to the ground, a distance of 35 feet. One man was slightly injured, having the good luck to fall on a riser, but the other man fell on the ground and was killed. There were always panics on these occasions, and notwithstanding the fact that the ordinary gambler was fined only \$2, whenever a man saw an opportunity to escape he would try to get away.

Dr. W. V. Koch deposed to receiving deceased into the Civil Hospital on the morning of January 26th. He was in a collapsed condition and suffered severely from shock. He died on January 31st, and witness made a post-mortem examination of the body, finding that death was caused by shock due to hemorrhage.

After hearing further evidence the jury brought in a verdict of death by misadventure.

HALE AT 108.

AGED SHEPHERD INMATE OF A WORKHOUSE.
Probably the oldest of King Edward's subjects is to be found in Elham Workhouse, Folkestone, in the person of George Keel, who has reached his one hundred and eighth year.

Keel was born at Manton, Marlborough, in 1800. At the age of 18 he was sent on the Downs to mind sheep, and he followed the occupation of a shepherd until he reached the ripe age of 75, then he gave up that employment.

For several years after wards, however, he supported himself by doing gleaning work. He was married at Twicken Church, Bath, in 1830, and his wife died in 1882.

BANK WRECKING.

AMERICAN MILLIONAIRE CONVICTED OF MALADMINISTRATION.

The trial of John E. Walsh, the millionaire banker on charges of wrecking the Chicago National Bank, concluded, and he was found guilty on six counts of an indictment covering allegations of maladministration of the funds of the bank and associated concerns. The trial has been proceeding for over two months, and has excited immense interest because of the widespread havoc wrought when the fall of the bank brought down numerous other enterprises, involving a loss of over \$50,000,000.

The defence was one of the sensations of the recent financial crisis, for it was to the effect that while frauds were admitted, the practices indulged in were general throughout the country, and the prisoner was being made a scapegoat by his enemies. Mr. Walsh declared that the bank would not have failed but for the attacks of interested league against him.

His career has been a remarkable one, for he has risen from a street newsboy to be one of the recognised pillars of finance. He is now liable to at least five years' imprisonment, but will appeal against it with considerable influence behind him.

WEATHER REPORT.

On the 18th at 12.05 p.m.—The barometer has risen considerably over S. China and the Loochoos, and fallen moderately over the N.E. coast of China.

The depression in the Pacific has moved towards E.N.E. to the neighbourhood of the Loochoos.

The anti-cyclonic area is lying over the Yangtze Valley.

Gradients continue rather steep in the South, and strong N. and N.E. winds to gale will continue to prevail in the Forams Channel and the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Hongkong & Neighbourhood. N. winds, strong; fine.

Formosa Channel. N. winds, strong, to a gale.

South coast of China between Hongkong and Loochoos. Same as No. 1.

South coast of China between Hongkong and Hainan. Same as No. 2.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on February 18th at the Board Room. The Hon. Dr. J. M. Atkinson (president) presided, and there were also present Hon. Mr. W. Chatham (Vice-President), Dr. F. Clark, (Medical Officer of Health), Dr. W. W. Pearce (Assistant Medical Officer of Health), Hon. Mr. A. W. Brown (Registrar-General), Captain Lyons, (Captain Superintendent of Police), Colonel Martin, R.A.M.C., Mr. A. Shelton Hooper, Mr. Fung Wa-chun and Mr. G. A. Woodcock, secretary.

TAIKOOTSUI MARKET.

The reply from the Government relative to the limits of the Taitoktsui Market was as follows:—Referring to your letter of the 14th December last I am directed to state that His Excellency the Governor-in-Council has carefully considered the recommendation of the Board that the hawking of wares 220 yards from the Taitoktsui Market should be prohibited and has decided that it would not be advisable to extend the prohibited area in this particular case beyond the limit of 100 yards which obtains in the case of other markets. The reply was laid on the table.

BUILDING REGULATIONS.

The following reply was received from the Government:—Referring to your letter of the 27th ult. I am directed to state that His Excellency the Governor-in-Council has decided that it is unable to permit the erection of latrines on the roofs of the Ho-Shing Street houses. The matter was considered by the Council who were of the opinion that from a sanitary point of view the position of latrines on roofs with the consequent increased height of the building and the resulting obstruction of air and light is in principle objectionable. The reply was laid on the table.

MARKET LICENCES.

Correspondence was submitted relative to the market licences outside the Shaukiwan West market.

The Registrar-General suggested that notice be given to the holders of licences to sell outside the market, that the licences would be withdrawn at the end of three months.

Hon. Mr. HAWETT moved—I would like to hear this matter discussed. I don't think shops more than half a mile away from the market should be closed.

It was decided to make the limit half a mile, and to consider the matter further six months hence.

A DIRTY WELL.

Reports from the Government Analyst and the Government Bacteriologist relative to a well in Belcher Street, Marine Lot No. 239, were submitted. The latter reported that the water was foul and might become dangerous at any time. The Government Analyst stated that the amount of impurity was a little beyond the permitted limit, but he thought an attempt might be made to save the well by cleaning it out and by submitting an analysis of the water running into it so as to shut off any source conveying pollution.

The MEDICAL OFFICER OF HEALTH intimated that the well should, in his opinion, be piled up and the spring in the immediate neighbourhood tapped, as that spring would supply the water necessary for soy making. The well was old and foul and its walls were very defective. It was also much greater in extent than was necessary for the purposes of supplying water.

Mr. SHELTON HOOPER intimated—The well should be thoroughly cleaned and repaired. I am against closing it.

Mr. HAWETT intimated—I am also against closing the well without further investigation. The well should be thoroughly cleaned and the ground for a few feet around it cemented, and any other safeguards adopted against surface contamination which might be deemed advisable. After cleaning out samples of the water entering the well should be taken and analysed as the Government Analyst suggests.

Hon. Mr. HAWETT—I agree with Mr. Humphreys.

Mr. LAU CHO-PAK—I agree that the well should not be closed.

Mr. HOOPER—If they were willing to clean it out thoroughly, wouldn't that meet the case?

The MEDICAL OFFICER OF HEALTH—Yes.

Mr. HOOPER—Then I move that notice be sent to the owner to thoroughly cleanse and repair the well, and if the water is found impure after that, the Board will reserve the right to order its being closed.

The REGISTRAR-GENERAL seconded, and the motion was agreed to.

MORTALITY STATISTICS.

The mortality statistics for the week ended 23rd January for the whole British and foreign community (civil population) was 16.4 per 1000 as against 24.6 in the corresponding week of the previous year. The death rate for the whole colony (foreign and Chinese) was 23.2 per 1000 as against 18.1 for the corresponding week of the previous year.

THE BLAKE GARDEN EFFIGIES.

Mr. HOOPER asked the President if there was any truth in the report that six bodies were found placed on a seat in Blake Garden.

The PRESIDENT—I could not say.

The CAPTAIN SUPERINTENDENT OF POLICE—There were two, I think.

Mr. HOOPER—It would be well to have a denial of that report, because it alters the character of dumping altogether. Six dead bodies found on a seat in a public garden is rather more serious than dumping in the street, and I am sure the public would be glad to hear from you (the president) that it is not true.

The PRESIDENT—I do not know whether it is or not.

The MEDICAL OFFICER OF HEALTH—The report is a picturesque embellishment.

Mr. HOOPER—The point is that these six bodies were put up as effigies on one of the garden seats.

The CAPTAIN SUPERINTENDENT OF POLICE—I have no information of that. I saw by the police report that the bodies of two children were found.

The PRESIDENT—I suppose the police returns will give the information required.

The REGISTRAR-GENERAL—I have it down stairs.

After the meeting the REGISTRAR-GENERAL submitted the return to the Press. It showed that on the night of the 12th instant the bodies of one male, aged about one year, and one female, aged about four years, were dumped.

SUPREME COURT.

Tuesday, February 18th.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGOTT).

Only two cases fell to be dealt with at the February Criminal Sessions—one of armed robbery and the other of armed assault. The Attorney-General (the Hon. Mr. W. Rees Davies), instructed by Mr. Bowley, Crown Solicitor, prosecuted in both instances.

ARMED ROBBERY.

Cheung Yik was indicted on three counts for armed assault upon a woman named Wong Quan with intent to rob her on 30th January. The following jury was impanelled: Messrs. J. M. Alves (foreman), J. P. Neilson, A. O. F. Cobley, Alex. Moir, G. R. Edwards, H. T. Richardson, and W. Nicholls.

The Attorney-General stated that on 30th January prisoner in company with another man entered the house 30 Gough Street at 3.15 in the morning, and going upstairs forced their way into a room occupied by a woman. They assaulted her, threatening her with a knife, but she resisted, and called out. The two men then made off. Prisoner was seen by a lakong and arrested, but the other man escaped. The knife was picked up outside the house.

Witnesses having been heard, the jury returned a verdict of guilty and sentence of three years' penal servitude was passed.

A NEW TERRITORY RAID.

Tsang Ip was convicted of armed robbery in the New Territory on the 13th January, and was sentenced to five years' penal servitude. With a number of other men, all armed with choppers and equipped with lighted torches, he raided a fisherman's house at Tai-po. They broke down the door and on entering the house terrorised the inmates and took away a quantity of clothing and other articles to the value of \$110.

After the departure of the robbers the police were communicated with and one of the inmates accompanied the officer to a neighbouring village where in a marshy field they found four men, one of whom was prisoner. On the hillside above the house the clothing was found concealed. Four men were committed by the magistrate for being concerned in the affair, but the Attorney-General did not consider there was sufficient evidence against three of them, and the charges against them were withdrawn. The jury found prisoner guilty on both counts and the sentence of five years on each was made concurrent.

TO PREVENT DUMPING.

The Hon. Mr. A. W. Brown, Registrar-General, presided at a meeting of Chinese gentlemen, called at the request of His Excellency the Governor, to consider how dumping might be prevented. There were also present the committees of the Tung-wah Hospital (where the meeting was held), Mr. Lau Chu-pak, Mr. Fung Wa-chun and many prominent members of the native community.

The CHAIRMAN remarked that six years ago when plague was prevalent in the Colony, His Excellency Sir Harry Blake, the then Governor, personally invited the co-operation of the laity of a certain section at West Point in carrying out plague preventive measures. It would be remembered that the result was very satisfactory. Mr. Brown saw among those present members of the laity from that district who were still doing good work, and he wished to thank them publicly for it. The present Governor, ever since his arrival in the Colony, has always had the welfare of the people at heart, and would not like to see them suffering under any grievance. He knew that the Chinese respected the dead, and that they must have some reason for the dumping of the dead which had shocked him so much. He (Mr. Brown) was instructed to find out those reasons. His Excellency did not wish the people to suffer and desired them to come forward and help to promote the welfare of the Colony. He pointed out that the establishment of the various district committees was for the convenience of the Chinese community. The business of the meeting was to form a committee in each street, and after reporting to His Excellency a further meeting would be called.

Mr. FUNG WA-CHUN said that Sir Henry Blake's departure, the laity had apparently become idle, and in spite of repeated applications they were unwilling to come forward. Now the dumping of the dead on public roads had not only become a laughing stock to the European, but had brought shame and disgrace on the Chinese generally. He, Mr. Lau Chu-pak and the Hon. Mr. Brown, had done all they could do at the Sanitary Board. Their desire was to help the public not to go against the laws of the Government, but to put a stop to the disgraceful practices of dumping the dead. The recent deposit of corpses in Blake Garden was not only a disgrace to the Chinese, but it was a disgrace to the Government. No person or persons of civilised nations would do that. He concluded by inviting the co-operation and help of the community to stop the evil practice.

Mr. LAU CHO-PAK told his hearers that His Excellency Sir Frederick Lugard was very desirous to see that the dead were being dumped in the public roads. He (the Governor) requested the Hon. Mr. Brown to call the meeting in order that these present might be asked to co-operate to prevent the evil practice.

Mr. FUNG WA-CHUN, in reply to some questions asked concerning smallpox, said that only those contracting the disease were removed for fear of spreading it, and that persons who had developed symptoms as the result of vaccination might not be removed.

HOME AND CHINA AFFAIRS.

(FROM OUR CORRESPONDENT.)

London, 17th January.

A TURTLE STORY.

So much has been said about the Oriental emigration to the Pacific Coast of the North American continent that I desire to leave for a moment the atmosphere of high politics and introduce to your notice a new offender who is alleged to have attracted the attention of the Californian authorities. At the same time I would hesitate to be recognized as the parent of this little tale, so let the paternity be laid justly at the door of the Central News Agency. Here is the story exactly as it came to me on Monday.

"Boatmen in San Francisco harbour yesterday captured a large turtle which on being examined was found to be a wanderer from China. Attached to its shell was a tablet bearing a Chinese inscription proving that the turtle was a sacred one belonging to Peking. How it reached San Francisco is a mystery, seeing that its home at Peking is some 6,000 miles away."

"Personally I see very little mystery about it, for a turtle which is considerable enough to carry round its visiting card showing what church it belongs to has undoubtedly intelligence enough to proceed to America in pursuit of its study of various specimens of mankind. A note of thanks should, however, be added to the 'Central News' editor for so kindly indicating that Peking is a considerable distance from San Francisco."

SIR MARCUS SAMUEL.

Sir Marcus Samuel, the chairman of the Shell Trading Company, who knows perhaps as much as anyone about Far Eastern trade, has interested public and commercial circles by retiring from office on business duties. He was Lord Mayor a few years ago and had opportunities of seeing public men from all points of view. Therefore his explanation that he is retiring because he is tired of "the mediocrity of all present day public men" has the more interest. Nor is this statement that of a humiliated upstart, for Sir Marcus has made the firm of M. Samuel & Co. of Billiter Street an extremely prosperous concern. Like Mr. Rockefeller he has made the bulk of his money out of oil. I don't very much wonder anyone comparing the public men of to-day with the men of the middle of the last century will find much cause to quarrel with his opinion.

THE CHINA SOCIETY.

Admiral Sir Cyprian Bridge presided on Thursday night at the monthly meeting of the China Society at Carlton Hall. This was the first meeting after the holidays and the attendance was not large. The subject of discussion, however, was an interesting one, and those present were rewarded by hearing much that was instructive. Mr. H. Kopsch was the author of a paper on the book of Esther in the light of Chinese customs, but he was personally unavailably absent so the paper was given to Mr. C. S. Adair of the Hongkong and Shanghai Bank to read.

The laws which wives were subjected by the book of Esther and by Chinese custom, particularly those directing obedience as an essential condition, even to minute details, were considered, as also the fact that repudiation of marriage is considered a disgrace in China, although it is true that Confucius put away his wife. In the case of Confucius, however, it was pointed out that he took this action in order that he might the better devote himself to religious work, and he did not marry again. The paper dealt at considerable length with the probationary period of Chinese maidens and the subtleties adopted to discover whether they were actually suited for marriage.

Sir Cyprian Bridge, in proposing the vote of thanks, admitted that previously he knew little about the book of Esther. It was a book which had been adversely criticised by some who declared that it was non-historical. It did, however, mention facts known to have occurred in history and he believed that as a vehicle for establishing ancient customs in the minds of students there was no better work. Mr. Kopsch had set them an instructive example in his consideration of it. He had lately been reading a book by Professor Seymour of Yale, in which writing of life in the Homeric age, gave parallels to the statements in the book of Esther and in many of China's ecclesiastical works.

Sir J. McLeavy Brown also complimented Mr. Kopsch, and Mr. Lionel Giles, who followed, spoke of his studies of the book of Esther, the remarkable oriental encyclopedia at the British Museum, upon the subjects dealt with in the lecture.

MISSIONARY BOOKS.

It is announced by Messrs. Mowbray, the publishers, that they have arranged to issue a series of handbooks dealing with the expansion of the Church of England over seas. Each volume will relate to a definite area of Church Missionary work, leading off with one on "Japan," in February by Mrs. E. H. Bickerton, and one on "China," later on by the Rev. F. L. Norris of the Church of England Mission, Peking.

AN OPIUM STORY.

We are having frequent insights into the prevalence of opium smoking in the portions of the East End. The latest came, about in consequence of the prosecution of an American Indian bookmaker, named Frank Chokee, and his companion, a girl of fifteen named Blanche Smith, on a charge of stealing a diamond ring belonging to a Chinese shopkeeper, Ny Yong. Ny Yong was in his shop in Poplar when the accused couple dropped in and began to examine the ring. Suddenly the girl slipped away, taking the ring with her. The police told the court that the prisoners were mixed-up with

a dangerous gang of international swindlers, while the Chinaman had an opium den, on his own confession, at his provision shop. The accused have been remanded for further evidence, and it is probable that this further demonstration of the prevalence of opium smoking will lead to strict regulations against it being enforced. It surely seems a little hypocritical for our papers to be discussing the sin of opium while the use of the drug is going on under the noses of the police right here in the metropolis.

SIR HENRY BLAKE.

Your old Governor, Sir Henry Blake, came from his pleasant retirement in Ireland to lecture to the members of the Royal Colonial Institute on Tuesday on the present state of Ceylon, where he filled his last governorship before retiring last year. Having dealt eloquently with the natural beauties of the island Sir Henry devoted much of his lecture to the growth of the rubber growing industry, following the automobile and other developments in the use of this commodity.

From 11,595 acres planted in rubber in 1903 the acreage had now jumped to 140,000 and companies had been formed with an aggregate capital of £700,000. Within six years he said, there would be a return annually of 14,000 tons, of the value of £3,037,360, which was a total almost equal to the value of the tea exported in 1906. Following the address there were a number of questions as to the future of the rubber industry, some, like Sir John Keane, taking the line that the future of rubber is highly speculative, because of the uncertainty of price, the undetermined yield of natural rubber, and the increasing facilities of transport. Others were more optimistic and drew alluring pictures even of the streets of London paved with rubber.

THE BUDDHIST MISSION.

It is announced by the Buddhists in England that they are about to start on a missionary crusade in these islands to convert us to the tenets of Buddhism. For this purpose a European in full orders of priesthood is to come from Rangoon in a month or two to lead the apostles of the Eastern creed against the Christian hosts in Britain.

MR. DENNISON.

The "Birmingham Post" correspondent hears a rumour current in official circles to the effect that Mr. Dennison, civil official adviser to the Japanese Foreign Office in Tokyo, will shortly retire. A tribute is paid to the work of Mr. Dennison, who is called the "sole survivor of those foreigners, American and German, who during the closing two decades of the last century had so much to do with the reorganisation and development on Western lines of the Japanese Government departments."

"THE TIMES"

There appears to be no doubt that there was a tussle between the Free Traders and the Tariff Reformers to gain control of the "Times." The proposed change of control got to the ear of Mr. St. Lee Strachey, the editor of the "Spectator" and he made heroic efforts to gain over "Thunder" for the Free Traders. He was backed by wealthy men on the Free Trade side, but Mr. Pearson came along with all the necessary capital and less scruples about some conditions that were imposed and so the deal was struck to the advantage of the Tariff Reformers. Mr. Walter was more ready to give ear to Mr. Pearson than Mr. Strachey in any event, for he is personally a strong believer in the Chamberlainite doctrine. There are to be legal struggles in the Law Courts it appears before the paper passes finally to Mr. Pearson, for several holders of part interest in it, under the curiously complicated scheme of ownership up to now take strong exception to the proposed changes.

LORD CHARLES' HEALTH.

Lord Charles Bessborough, the popular head of the Chancery Fleet, is ill and has been ordered to the Mediterranean for a holiday. It is stated on apparently good authority that there has been some talk of his leaving the Navy and returning to politics. He has a desire to do so and the Liberal Government was not averse to facilitating the change, but certain difficulties cropped up, and the plan fell through. It is unlikely that the Unionists will help him to return to the House as they do not like the attitude he has taken of late in regard to the Admiralty.

HERO TURNED POLITICIAN.

America is clearly alive to the possibilities of the future in the East, for there is a movement in the United States to increase both the Navy and the Army. Captain Richmond P. Hobson, who was so much killed after sinking the famous Merrimac in Santiago harbour, and spent a period of duty in Hongkong in connection with the reconstruction of captured Spanish gunboats, has gone in for politics and has proposed a Bill, with the approval of the President, appropriating £10,000,000 for the construction of battleships, according to the judgment of the President and the needs of the time. The people of the Western coast are anxious about the situation. In order to emphasise the feeling that there is a need for better fortifications on the Pacific coast the delegations from California and Oregon have informed the President that they will not allow the state militia to go to the inland camp intended for the artillery this year. They point out that they cannot exercise any prohibition over the regulars in regard to the camp but the state militia are under local control and considering the state of the fortifications on the Pacific coast the militia will have to stay at home.

CHINESE IDEAS.

A Chinese student, Y. K. King, has an interesting article in the "Westminster Review" on the growth of education and new ideas in the Chinese Empire. He points to the vast number of Chinese students now abroad in Europe, America and Japan, as one of the most

interesting signs of the times. His direct special attention to the influence which this great exodus of students has on Chinese literature. Foreigners are apt, he thinks, to overlook the importance of the movement. The present is an era in Chinese literature comparable to the Elizabethan period, and the French influence on English literature in the seventeenth century. Thousands of Japanese terms have been adopted and naturalised. The development of the Press has created a reading public and afforded a wide field for literary activity. He proceeds to show that the style of works in China can speedily show whether they were prepared before 1890 or after that date, for before it they were all fashioned on the models of Han Yu, Liu Tsung Yuan, or Tse Ma Chen, but the new style is free, and full of variety and originality. Old plays have fallen into disuse and new pieces have been written, and new thoughts introduced such as would have shocked even the most enlightened classes seven years ago.

ARTIFICIAL DIAMONDS.

The great mystery of the time is that of the alleged production of artificial diamonds by a Frenchman named Lemoine in such perfection that Sir Julius Wernher of the De Beers Company was led to believe in it and expended thousands on the demonstrations. Sir Julius afterwards repudiated the whole plan and Lemoine is now being examined by the legal authorities in France. But the mystery is greater from the fact that Lord Armstrong, the great shipbuilder and a man of no mean scientific attainments, has come forward to express his belief in the accuracy of Lemoine's claims and to produce specimens of diamonds which he says he saw Lemoine make. These specimens he has loaned to the "Daily Chronicle" and exports to whom that paper has submitted them assert that they are real diamonds. We are now awaiting the outcome of this remarkable case. Meanwhile it is worthy of mention in this connection that the Premier Diamond Company has failed to distribute the expected dividend of four hundred per cent and attributes its failure to the "money disturbances in America where many diamond buyers reside." This explanation is not satisfactory in the City, where the prediction of a high dividend are strongly criticised. It is said that by these officially inspired predictions the price of shares was run up to a high figure and then some of the diamond magnates unloaded their shares and made heavy profits.

EX-PRESIDENT TO TRAVEL.

The report is revived that President Roosevelt, after the conclusion of his term of office next year, will take a tour of Europe accompanied by his family. He is said to contemplate taking a house for the season in London and anticipate with pleasure the prospect of relaxing his attention on politics for the sake of a real holiday on this side of the Atlantic. The most distinguished citizen of America to-day cannot fail to be well received in England, and if he should take the house in London for the season his social calls are likely to tax even his energies.

ANCESTRY OF LORD CLYDE.

Lieut. Colonel John Macgregor, Honorary Bard of Clan Alpine, sends to a contemporary a sketch of the history of the origin of Sir Colin Campbell, afterwards Lord Clyde. He claims to be a clansman of the Dukes of Argyll, as the present Duke has shown in the book "Passages of the Past" through his father, who was known as MacLiver. Sir Colin Clyde was really a Macgregor, for, as Colonel Macgregor points out, "To explain matters, I must briefly mention a few facts already well known. After the fierce clan battle of Glorifin, in which the Macgregors were victorious over greatly superior numbers, they were outlawed by an Act of the Scottish Parliament, their lands confiscated by treachery and misrepresentation, and their very name forbidden to be borne under the extreme penalty of death." (Vide "History of the Clan Gregor," Vol. II, by Miss Murray Macgregor of Macgregor, or Sir Walter Scott's Introduction to the novel of "Rob Roy.")

"On account of the great persecutions that followed, many of the devoted clan suffered the extreme penalty. Others took protective names, mostly from those of the surrounding clans, such as Murray, the protective name adopted by the ancestor of Captain Sir Malcolm Macgregor of Macgregor, Royal Navy, the present chief of the ancient Clan Macgregor of Glen-gyle; Drummond by James, the Alpine, whom God preserve; Graham, adopted by son of Rob Roy; Campbell, by Rob Roy himself; and Gregory, of whom were the famous professors of that name, the most distinguished in Europe, including James Gregory, the great mathematician, and author of the reflecting telescope, and cousin of Rob Roy."

Others found refuge in distant lands, during our struggles with the French for the supremacy of India, a French officer of this forbidden surname defended the fort of Guisguis with such valour that when it was at last captured in 1759 he and his garrison were allowed to march out with the honours of war. "Lastly, several cadet surnames spring from the parent stem. Of these names one was MacLiver and another MacGregor, sprung from two Macgregors, brothers, who took refuge in the island of Ilay, (not the island of Mull) during the stress of that stormy period. How the names originated from the Gaelic words of 'Lionheart' and 'Grainier' need not concern us here. The brother who adopted the protective name of MacLiver was the ancestor of the so-called Sir Colin Campbell. Lord Clyde, while the representative, or at any rate the best-known representative, of the other brother, MacGregor, was the other brother, Captain George Allan MacGregor, of the United States Navy, father of the present Hon. Lady Abinger, of Inverlochy Castle, Inverness-shire, and grandfather of the late Lord Abinger, who unfortunately died quite young in Paris, a year or two ago. Lord Abinger's own Christian name was James Yorke Macgregor (not MacGregor, please observe), this regarding the old name and renouncing the protective name adopted by his ancestor."

"When once giving a lecture in London on the subject of Highland Soldiers in Feroz's Time, I had occasion to quote the name of the so-called Sir Colin Campbell, Lord Clyde, as an example of the brave and patriotic Gaelic-speaking Highland soldier of a former period,

which naturally led to a reference as to his real origin. At the same time I took the precaution to write beforehand to the late Lord Abinger about his said I have still his reply from abroad confirming what I already knew."

It is not a little curious that both Rob Roy and Lord Clyde, two of the best Macgregors, should spend the greater portion of their lives under the assumed name of Campbell, though it is not quite known whether it was by accident or design that Lord Clyde's name was changed to Campbell when he joined the Army, for he was known up till then under the protective name of Colin MacLiver. Even in the novel of "Rob Roy," Sir Walter Scott, with the restraining hand of genius, gives the reader for a long time the idea that the hero's name is Campbell; and it is only in the denouement towards the end of the book that he first reveals his real personality.

"While their own real names, however, were still under attack during the whole lifetime of Rob Roy, it had again become lawful exactly twenty-two years before Lord Clyde was born. For by a special Act of the British Parliament in 1773 (1833 years ago) this ancient name that was so long nameless by day was re-assumed from the dead, and presents at this moment the unique distinction of being probably the only name in the annals of history that ever rose from the grave (as it were) after being buried, so to speak, for nearly two hundred years, as it is also the only one in the United Kingdom privileged to carry the Crown on its crest, in recognition of its ancient Royal origin."

"I would not intrude so much upon your space, but that I know that to many of your readers nothing can be lacking in interest that tends to throw additional light on the gallant and famous 'Saviour of India,' at this time, moreover, being the very jubilee of his victory."

GERMAN NAVY LEAGUE.

A STORMY MEETING.

Berlin, January 19. The Nationalist and Chauvinist Press maintains the standpoint that General Keim has a million Germans behind him, that the success of the League is due to his efforts, and that it would be a manifest blow of Byzantinism of the worst kind if he were to be dropped because certain Prussian Protectors object to him. It is now, they say, a question not of persons but of principles, and they call upon all national men who do not confuse patriotism with Byzantinism, and who wish to be useful to the Fatherland, to unite in forming a new League if the present one should be dissolved because its members are men of independent thought and not mere courtiers.

An extraordinary general meeting of the German Navy League was held here to-day to take action regarding the state of affairs brought about by the resignation of Prince Rupert of Bavaria and the Executive of the Bavarian branch as a protest against the re-election of General Keim as Chairman of the Executive Committee of the League.

In anticipation of a solution of the crisis the meeting excited very considerable interest, and were 600 members present, including 250 delegates entitled to vote when the President, Prince Otto of Salm-Horstmar, opened the meeting with cheers for the Emperor. The Prince read a statement to the effect that all the members of the Presidency regarded it as necessary in the interest of the League to hand in their resignations, as they were not desirous of following their opponents on the irregular lines which they had adopted. He therefore proposed to leave out of the debate the names of royal and princely personages, and not to discuss the events already settled at the Cologne meeting, namely, the re-election of General Keim.

The proposal was greeted with uproar and protest, but on being put to the vote was carried by a large majority. The President of the Bavarian branch of the League, Baron Spiess, declared that the President's proposal would deprive them of the freedom of speech. Peace could not be restored in that way. "If they were not allowed to discuss past events it would be best for the Bavarian delegates to leave the hall." (Cheers and uproar.) The President declared that he in no wise desired to muzzle the Bavarians; he only wished to avoid discussion of matters already settled.

Baron Hamm, ex-President of the Bonn Provincial Court, pointed out that the Bavarians had won their case by the resignation of the Presidency, to which Baron Spiess retorted, amid wild uproar, that they had not won their case until the Presidency stated that it would refuse re-election. Finally, after much stormy wrangling, the debate on the agenda was closed, the proposal of Major Vopelius to elect Prince Hatzfeldt President being ruled out of order. Herr von Wurzburg, a Bavarian delegate, said that Bavarians were delighted to join the League. Although living far from the sea they recognised that a strong maritime force was as well as an army and an imperative necessity for Germany. He denied that the Bavarians were carrying on a propaganda for the Centre Party.

The President resolutely refused to allow the speaker to refer to Prince Rupert, declaring that he had given his word to a person whom he must not name that royal and princely names should not be brought into the discussion. If the meeting decided otherwise, he added, he would be compelled to lay down the Presidency and leave the hall.

After much noisy bickering General Keim rose amid general excitement. He said that he became chairman of the Executive Committee in 1904, in which year the membership of the League was increased by 14,000, a dilapidated ship was replaced by 23,000 in 1905, 39,000 in 1906, and 23,000 in 1907.

The regulations, he said, admitted political agitation. The League never pursued party politics. If it was to be a finger post to the Admiralty it must not march beside it, but in front of it. The League had gained great renown in the world. He was now resigning, but he begged them to follow the old course and agitate for a strong Fleet, for agitation had made the League great. Its flag must not be the blue and white of Bavaria, but the black and gold of Wurtemberg, but the German black, white, and red. (Cheers and uproar.)

Finally the following resolution was proposed by the Thuringian delegates and adopted by a large majority: "In the conviction that the entire Presidency, headed by Prince Salm-Horstmar, has acted in accordance with the decision of the Cologne meeting, and has promoted the prestige of the German Navy League, the general meeting expresses to the Presidency its thanks and confidence."

Only a few of the Bavarian delegates supported the resolution, and they left the hall immediately after its adoption. Prince Salm-Horstmar declared that his resignation was very painful to him, but there were powers stronger than the individual. He then declared the meeting closed.

CITRONNADE SAUVINET.
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PER DOZEN JARS . . . \$15.00.

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TELEPHONE No. 135

WINE, SPIRIT & CIGAR MERCHANTS.

Hongkong, 14th February 1908.

14, QUEEN'S ROAD CENTRAL.

TWENTY YEARS FOR THREATS.

Our London telegram of Friday morning, mentioning that a man called von Veltheim had got twenty years imprisonment for threatening one of the Joels, of the firm of Barnato Brothers, made us think the threats must have been very serious indeed, if not actual robbery under arms. The papers that reached us on Monday, via Siberia and by French mail, do not make the crime any bigger or the sentence any less. There was no robbery, and the threats were couched in such mild terms that the history of them had to be unravelled before their seriousness appeared. "Solly" Joel, the man threatened is a brother of the Woolf Joel who was shot in his office in South Africa about nine or ten years ago. The threatener, Franz von Veltheim, was tried for that murder, and after a nine days' trial, was acquitted. The suggestion of his counsel is that he was employed by Barnato Brothers in various delicate operations during the political crisis preceding the war, and that he had a perfectly bona fide claim against the firm. He shot Woolf Joel in self-defence, and had since been trying to recover £16,000 from "Solly" Joel. The following report of the cross-examination of the latter gives an idea of the mysterious nature of the case.

Mr. Artemus Jones: After the trial of von Veltheim for the murder of your brother did you get a letter from him?—No, I did not get it. Do you know he addressed one to you from jail in 1898?—I heard so lately. Have you seen him since?—No, I never received that letter until June of last year?—Yes. Is that true?—Absolutely. Do you know who got it?—Yes, it was never sent on to me until the other day because of the advice of my medical and legal advisers. They did not tell me.

The letter was of considerable length. In it the writer said:—

"Surely you see it is by far the best to treat me like a man. . . I don't know how much or how little you know of my history, but there is no man more sorry than myself for the death of your brother. It was not my fault; I had no choice. Don't trust the word of a cowardly cur. If you want to know the truth you shall. I have nothing to hide from you. I consider I have been most treacherously treated. I demand from you to be moderate. . . Use your own sense and treat me like a decent man, and you will certainly find you have no cause to rue it. Don't insult me by trying to bargain; I leave the choice now as to what our relations in the future shall be."

Mr. Jones: Are you aware that a week or ten days afterwards an attempt was made upon von Veltheim's life?—No. And he appealed to the Transvaal Government for protection against the agents whom you had employed to assassinate him?—No.

You deny that?—Absolutely. Now, at the time you received this letter in June did you honestly believe it to be a threat to murder you?—Yes.

Can you point out an expression in the letter which is a threat to murder you?—Yes. "You have every reason to know from history of the past that he (the writer) keeps his word under all circumstances regardless of consequences."

You followed up proceedings at Johannesburg when the prisoner was tried for the murder of your brother?—Yes.

Did it come out that the prisoner deposed to turn State's evidence against the firm of Barnato?—No.

I put it to you that the expression you have quoted was an allusion to the fact that although the Boer Government offered him a pardon for turning State's evidence against your firm he resented that offer and stood loyally by the secret agreement he had with Barnato?—No, nothing of the sort.

Are you aware that on the first occasion on which extradition was applied for it was refused by the French Government?—Yes.

And later on did you swear further affidavits, bringing in these ten-year-old letters?—Yes.

And in this further affidavit you described Mr. Veltheim, first of all as a murderer, secondly as a bigamist, and thirdly as a deserter?—Yes.

Continuing, Mr. Jones read an extract from the affidavit which said Veltheim "fully killed and murdered" the witness's brother.

And, in the light of what turned out at the murder trial, and the verdict of the jury, don't you know that the statements you have sworn to there are absolutely untrue?—No, certainly not, as far as my own opinion is concerned.

Notwithstanding the verdict of the jury, you still believe he murdered your brother?—Absolutely.

You know, of course, that the tragedy took place in one of the rooms at your office in Johannesburg?—Yes.

Three men were present your brother Woolf Joel, Harold Strange, and Veltheim?—Yes.

And it was your brother who looked the door. You know, Mr. Harold Strange, your manager?

The Alderman: Mr. Solly Joel was not there, and cannot know what took place.

Mr. Jones: You had a conversation about the tragedy?—Yes.

Do you know Strange admitted firing the first shot?—Yes.

The Magistrate: You need not answer.

Mr. Jones: The trial went on for nine days, and the jury, after three minutes' consideration, returned the verdict of not guilty?—Yes.

After you left South Africa, in 1898, did you employ agents to watch Veltheim?—No.

Did you ever at any time employ agents?—No. Has your solicitor employed agents?—Not to my knowledge. Did you take the Christmas letters of 1898 seriously as a threat to murder you?—Yes. And in consequence of that you placed the matter in the hands of the Johannesburg detectives?—Yes.

And so eager were you to arrest the writer that a man named Smith was actually arrested?—Yes.

When you left South Africa you left your brother Woolf in charge with instructions to

ROBINSON PIANO CO., LTD.

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MODERATE CHARGE.

Hongkong, 8th January, 1908.

[38]

take proceedings against the writer of the letters?—If the writer could be traced. In the first week in March your brother knew who the writer was?—I was in Johannesburg myself then.

Can you give any explanation why, although you have known the writer of these "Kismet" letters for the last ten years, you have taken no steps to prosecute till now?—I didn't know his whereabouts.

Can you give any explanation why your brother took no steps to have him arrested as soon as he knew who the writer was?

The question was not answered. You told us on the last occasion that Mr. Veltheim had no business of any sort with your firm?—Yes.

And you never saw Mr. Veltheim till he stood his trial in 1898?—Yes, and still swear it. Were you in Cape Town with Mr. Barney Barnato in April or May, 1897?—In May.

Have you seen Mr. Veltheim there converse with Mr. Barney Barnato?—No. My uncle was in bed very ill, and I was telegraphed for to come.

Don't you know it was at Mr. Barney Barnato's request that Mr. Veltheim went out to South Africa?—No; it is untrue.

Are you aware that Mr. Barney Barnato employed Mr. Veltheim as political agent?—I have already denied it.

You told me you saw and had a conversation with Harold Strange as to what had taken place between von Veltheim and your brother?—Yes.

That was what you call the murder, and what we say was done in self-defence?—Yes.

Did you go to see your brother after the death of von Veltheim a sum of money to return to England?—No.

Answering further questions the witness said he believed a letter was sent from da Millar to von Veltheim describing an interview the former had with the witness.

Mr. Jones: In this letter the prisoner speaks of your blind hatred of him. Is that true?—Well, I do not know. I should not think it very blind, he killed my brother. I should not think I have any cause or reason to be otherwise.

And it is suggested that these proceedings are to avenge your brother's death?—Not at all; to protect my own life.

Counsel next dealt with another sentence in the letter, in which von Veltheim said he had a secret agreement with the dead brother of the witness.

The witness said he believed the statement was absolutely false.

The witness denied that Barney Barnato paid von Veltheim £1,500 for services rendered. The books of the company did not show it, and he denied that it might possibly have been a secret payment.

The case was again adjourned.

LATEST STEAMER MOVEMENTS.

The Boston str. *Shammut* left Manila on 17th inst. at night, and may be expected here to-morrow morning.

The Austrian Lloyd's str. *Austria* left Shanghai for this port on the 17th inst. and is due here to-morrow p.m.

The Russian str. *Petronia* left Shimoneki on the 18th inst. a.m., and may be expected here on or about Saturday midday, the 22nd inst.

The H.A.L. str. *Hokousen* left Singapore on 18th inst. at noon, and may be expected here on the 24th inst. at daylight.

The Ben-Lin str. *Benmohr* from Antwerp and London, left Singapore on the 18th inst. for this port.

The N.Y.K. str. *Kagoshima Maru* (Bombay Line) left Kobe for this port via Moji on the 16th inst. and is expected here on the 24th inst.

The P.M. str. *Mongolia* sailed from Yokohama on the 18th inst., and will be due to arrive in Hongkong, via Kobe, Nagasaki & Shanghai, on the 27th inst.

The C.E.R. str. *Empress of Japan* arrived Nagasaki at 4 p.m. on Monday, the 18th inst., and left again at 2 a.m. Tuesday for Yokohama where she is due to arrive at 4 a.m. to-morrow.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c. should be addressed DAILY PRESS only, and special business matters THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Codes: A.B.C. 5th Ed. Lieber's.

R.O. Box, 85. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG TECHNICAL INSTITUTE

EVENING CLASSES in Engineering, Commerce and Science Sections will re-open on MONDAY, February 24th. Students are requested to register their names on THURSDAY, February 21st, or on FRIDAY, February 22nd, between 8 and 7 p.m. Copies of the Prospectus and Time Table may be obtained on application to the undersigned at Queen's College.

E. RALPHS, Director.

Hongkong, 19th February, 1908. 391.

WANTED.

POSITION by an energetic respectable gentleman, who has experience of 15 years of commercial and shipping business in India and China; well conversant with accounts, correspondence, Export and Import Work, Marine Insurance Work, General Office Work and Quick in Figures; employed in one of the leading shipping firms since last 19 years, and is in position to influence Bombay and Europe freight, can give first-class references and produce best certificate. No Objection to out-look.

Apply to—Box 1418.
Care of "Daily Press" Office.
Hongkong, 18th February, 1908. 392.

TENDERS WANTED.

TENDERS are invited for the Purchase of the GOODWILL of, including the Plans and Specifications used in, the business of an Architect and Civil Engineer established in Hongkong and Canton, and for 30 years past, until his recent death, carried on by the late WILLIAM DANEY, M.I.C.E. Instruments, Books, Office Furniture, &c. can be taken over at a valuation, if desired.

Tenders to be received before the 14th March 1908 by the undersigned, who will supply such further particulars as may be required.

WILKINSON & GHIST.

Solicitors for the Executors of the late Mr. W. DANEY.

8, Queen's Road, Hongkong.

Hongkong, 19th February 1908. 393.

FOR SALE CHEAP.

ONE 8-Ton STEAM ROAD ROLLER by AYSLING & PORTER—must sell at once to clear an account. Any reasonable offer will obtain.

S.R.K.

Care of "Daily Press" Office.

Hongkong, 18th February, 1908. 394.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"HAITAN."

Captain J. S. Rosch will be despatched for the above Ports on FRIDAY, the 21st inst., at 10 A.M.

For Freight or Passage apply to

DOUGLAS, LARBAIK & Co.,

General Managers.

Hongkong, 18th February, 1908. 395.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 20th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co., Ltd.,

General Managers.

Hongkong, 18th February, 1908. 16.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

SS. "BENLAVERS."

FROM MIDELESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 25th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 18th February, 1908. 390.

THE DIRECTORY AND CHRONICLE

FOR 1908

IS

NOW ON SALE.

Copies may be obtained at the "HONGKONG DAILY PRESS" Office or from Booksellers throughout the Far East.

Hongkong, 17th February, 1908. 393.

NOTICES OF FIRMS

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. C. J. TYNDAL-LEA has ceased to have any further connection with us.

R. F. HUME & CO.

Hongkong, 14th February, 1908. 370.

NOTICE.

WE have CLOSED temporarily our Agency here. For Particulars apply to Messrs. J. ULLMANN & CO., 35, Queen's Road, Central.

UNION COMMERCIAL

INDO-CHINOISE.

Hongkong, 15th February, 1908. 371.

NOTICE.

FROM This Date Mr. G. OLSSON ceased all connections with our Firm.

BUMAN & BERDLINGER.

Hongkong, 15th February, 1908. 373.

INTIMATIONS

E. R. QUEEN'S COLLEGE.

TERM begins FRIDAY, the 21st February, 1908. Entrance Examinations WEDNESDAY, the 19th at 9 A.M.

GEO. H. BATESON WRIGHT, D.D., Head Master.

Hongkong, 18th February, 1908. 385.

NOTICE IS HEREBY GIVEN

that the PEAK TRAMWAYS COMPANY have submitted to the Government revised plans showing the route of the proposed New Tramway from the Queen's Road end of Battery Path via GLENHARTY VALLEY to the PEAK.

The route now proposed cuts the lower part of the North-eastern side of the Public Gardens and then passing on to the Western side of the same, extending to within 100 yards of the Roman Catholic Cathedral crosses Robinson Road about 30 yards to the East of its junction with Conduit Road. Continuing upwards it passes within 120 yards of Island Lot No. 1568 and adjoins the Peak Road opposite Island Lot No. 1146, keeping after that to the Eastern slope of Victoria Peak.

Owners of adjacent property and the general public who may be interested in the effect of the Tramway upon the Public Gardens can inspect the plans and drawings at the Office of the Director of Public Works for a period of one month from this date between the hours of 10 A.M. and 4 P.M.

By Command, F. H. MAY, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 18th January, 1908. 230.

HONGKONG CLUB.

NOTICE.

APPLICATIONS will be received by the Undersigned up to the 25th February 1908 for the Post of ACTING SECRETARY to the above Club for Twelve Months from the 1st April, 1908 to the 1st April, 1909, with the prospect of a permanent appointment as Secretary.

Applicants should be unmarried, as residence on the Club Premises is essential.

By Order, C. H. GRACE, Secretary.

Hongkong, 27th January, 1908. 245.

SMOKERS!

WHY not smoke a

CALABASH PIPE

Which you can have direct from

OTTO MOHR,

P. O. Box 1276,

CAPE TOWN,

South Africa.

Please write for List.

Hongkong, 18th February, 1908. 388.

THE TRADE MARKS ORDINANCE, 1898.

NOTICE IS HEREBY GIVEN that M. J. CONNELL of Seattle, Washington, in the United States of America, has on the 23rd day of September, 1907, applied for the registration in Hongkong in the Register of Trade Marks of the following Trade Mark, viz:—

(1) The representation of a Red Disc supposed to represent the Sun, and the word "MORJON" below the same. On the right hand side thereof are the Chinese characters 紅日 meaning "Red Sun" and on the left hand side thereof are the Chinese characters 當天 meaning "Towards the Sky", above the representation are the words "CONNELL MILLING COMPANY" and at the foot thereof is the representation of a small Red Disc and the word "MORJON".

(2) The representation of an Arum Lily printed in an ornamental circular border with the words "RITZVILLE FLOURING MILLS" on the top thereof and the words "WHITE LILY" at the foot thereof.

(3) The representation of a White Fawn in a circular landscape with the words "WHITE FAWN" below the same. Above the fawn are the words "RITZVILLE FLOURING MILLS INCORPORATED" and at the foot thereof are the words "WHITE FAWN".

(4) The representation of an Ornamental Monogram containing the letters "S. R. M." with the word "CHOICE" below the same. On the right and left sides of the Monogram is the representation of several fern leaves and above the Monogram are the words "SPRAGUE ROLLER MILLS".

The whole enclosed in an ornamental border, in the name of the said M. J. CONNELL of the said address who claims to be the Sole Proprietor thereof.

The Trade Marks have been used by the applicant in respect of FLOUR in Class 42.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the undersigned.

Dated the 18th day of December, 1907.

GOLDING & BARLOW,

Solicitors for the Applicant,

10, Queen's Road Central.

1907.

PUBLIC COMPANIES

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING of Shareholders in this Company will be held at the Company's Office, Queen's Buildings, New Praya, on MONDAY, the 24th February, 1908, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 10th to the 24th February, both days inclusive.

By Order of the Board of Directors, THOS. I. ROSE, Secretary.

Hongkong, 9th January, 1908. 289.

HONGKONG GENERAL CHAMBER OF COMMERCE.

THE ANNUAL GENERAL MEETING of the Members of the HONGKONG GENERAL CHAMBER OF COMMERCE will be held on MONDAY, the 24th February, 1908, at 4 P.M. in the City Hall, for the following purposes, viz:—

1. To receive the Report and Account of the Committee for the year ending 31st December, 1907.

2. To elect a New Committee.

3. To consider the following Resolution:—

"That in consequence of the importance of the Trade existing between this Port and Bombay it is resolved under rule XXIII to increase the Number of the Committee from 9 to 10 so as to include a merchant interested in the Bombay Trade."

4. To transact any general business.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 12th February, 1908. 363.

THE KOWLOON LAND & BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the NINETEENTH ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Office, Victoria Buildings on TUESDAY, the 25th February, 1908, at 11.45 A.M. for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year ending 31st December, 1907.

The REGISTER of SHARES of the Company will be CLOSED from TUESDAY, the 18th February to TUESDAY, the 25th February (both days inclusive) during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELLTON HOOPER, Secretary.

HONGKONG LAND INVESTMENT AND AGENCY CO., LTD., Agents for the

KOWLOON LAND AND BUILDING CO., LTD.

Hongkong, 15th February, 1908. 373.

HONGKONG CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE EIGHTY-THIRD ORDINARY HALF-YEARLY MEETING of Shareholders in the Company, will be held at the Office of the Company, Hotel Mission on TUESDAY, the 25th February, at 12 o'clock Noon for the purpose of receiving the Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of a Director and electing Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 25th instant, both days inclusive.

By Order of the Board of Directors, W. E. CLARKE, Secretary.

Hongkong, 5th February, 1908. 314.

THE CHINA FIRE INSURANCE CO., LIMITED.

THE THIRTY-NINTH MEETING of Shareholders in the Company will be held at the Company's Office No. 3, Queen's Road Central, Victoria, on THURSDAY, the 5th March, 1908, at 12 o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from 20th February to 5th March, both days inclusive.

By Order, GEO. L. TOMLIN, Secretary.

Hongkong, 14th February, 1908. 366.

HONGKONG FIRE INSURANCE CO., LIMITED.

THE THIRTY-NINTH ORDINARY MEETING of Shareholders will be held at the Office of the Undersigned at 12.30 P.M. on TUESDAY, the 10th March. The TRANSFER BOOKS of the Company will be CLOSED from the 25th February to the 10th March, 1908, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers.

HONGKONG FIRE INSURANCE CO., LTD.

Hongkong, 18th February, 1908. 387.

HONGKONG AND SHANGHAI BANKING CORPORATION.

THE DIVIDEND declared for the Half Year ending 31st December 1907 at the rate of Two Pounds Sterling per Old Share and One Pound and Ten Shillings Sterling per New Share is payable on and after MONDAY, the 17th day of February current, at the Offices of the Corporation, where SHAREHOLDERS are requested to APPEAR for WARRANTS.

By Order of the Board of Directors, J. R. M. SMITH, Chief Manager.

Hongkong, 17th February, 1908. 380.

TO LET.

FIRST Class European Houses, furnished or unfurnished, Lochiel Terrace and Humphreys Avenue, Kowloon.

Apply to—TAM TEE KONG,

Care of Hip On Insurance, Exchange and Loan Co., Ltd., 42, Bonham Strand, West.

Hongkong, 1st October, 1907. 94.

TO LET.

SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road, Furnished or Unfurnished.

Apply to—F. X. D'ALMADA & CASTRO,

33, Queen's Road Central.

Hongkong, 22nd January, 1908. 100.

AUCTION

PONIES PONIES! PONIES!

THE Undersigned will hold their Annual Sale of Race Ponies by

PUBLIC ROUP

opposite the CITY HALL,

TO-DAY (WEDNESDAY),

the 19th February, 1908, at 3 P.M.

BY LOTS.

TERMS:—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 13th February, 1908. 361.

ENTERTAINMENT

COMING! COMING!

THEATRE ROYAL.

OPENING NIGHT March 5th.

MAURICE E. BANDMANN

PRESENTS

HENRY DALLAS

AND THE

BANDMANN

OPERA CO.

Thursday, Mar. 5 THE GIRLS OF GOTTENBURG

Friday, Mar. 6

Saturday, Mar. 7

Monday, Mar. 8 A RUNAWAY GIRL

Tuesday, Mar. 9

Wednesday, Mar. 10 MISS HOOK OF HOLLAND

Thursday, Mar. 11

Friday, Mar. 12 THE NEW ALADDIN

Saturday, Mar. 13 THE DAIRYMAIDS

Sunday, Mar. 14 A CHINESE HONEYMOON

Prices: \$3, \$2, and \$1.

Seats can be booked on and after WEDNESDAY, the 19th inst., at MESSRS. MOUTRIE & CO'S.

Hongkong, 17th February, 1908. 364.

INSURANCES

NORTH BRITISH AND MERICAN TILE INSURANCE COMPANY.

TOTAL FUNDS at 31st December, 1907 £17,837,118.

AUTHORIZED CAPITAL £3,000,000

SUBSCRIBED CAPITAL 2,750,000

PAID-UP CAPITAL 857,500

RESERVE FUNDS 9,388,730-18-8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 27th April, 1907. 1146.

THE GLORUS INSURANCE COMPANY OF HAMBURG.

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Hongkong, 13th August 1906. 28.

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Hongkong, 21st April, 1897. 114.

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Hongkong, 18th November, 1907. 37-1

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Moderate rentals.**

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**HUMPHREYS ESTATE &
FINANCE CO., LD.**

Hongkong, 18th January, 1908. 117

TO LET.**A HOUSE IN KNOTSFORD TERRACE
KOWLOON.****THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.**

Hongkong, 1st February, 1908. 185

TO LET.**NO. 2, MACDONNELL ROAD.****COMPRADE'S DEPARTMENT
Nippon Yacht Kaisha.**

Trunking, 3rd June, 1905. 88

TO LET—AT CANTON.**EIGHT-ROOMED HOUSE on
SHAMSHEN. A.B. 98****Care of "Daily Press" Office.**

Hongkong, 23rd January, 1908. 251

TO LET.**LA HACIENDA, Pte. Mount Kailash,
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Hongkong, 18th January, 1908. 221

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ROAD CENTRAL, above the Office of DAVID
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Hongkong, 6th February, 1908. 96

TO LET.**OFFICES and ROOMS on the 1st and 2nd
Floors of No. 14, DES VOEUX ROAD
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Hongkong, 1st February, 1908. 299

TO LET.**LARGE OFFICE ROOM on First Floor
of No. 16, DES VOEUX ROAD.****Apply to—****FERD. BORNEMANN,
No. 16, Des Voeux Road Centre,
Hongkong, 23rd January, 1908. 144****TO LET.****"FAIRVIEW" No. 1, Robinson Road,
Hongkong Furnished or Unfurnished
(Furniture can be Purchased if desired), 6 big
Rooms, nice view of harbour.****Apply to—****Messrs. J. ULLMANN & Co.,****81, Queen's Road.
Hongkong, 17th February, 1908. 332****TO LET.****NO. 2, CHANCERY LANE, 6 ROOMED
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Hongkong, 10th February, 1908. 333****TO LET.****HOUSE, No. 41, Wyndham Street, from
1st March next.****Apply to—****H. M. H. NEMAZEE,****9, Pedders Hill,
Hongkong, 6th February, 1908. 320****TO LET.****NO. 5, MORRISON HILL.****One FOUR-ROOMED HOUSE at Praya
East, near East Point.****Apply to—****JARDINE, MATHESON & Co., LTD.****Hongkong, 21st October, 1907. 93****TO LET.****OFFICES on Top Floor No. 2, Connaught
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1st floor.****"HATHERLIGH" Connaught Road,
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Hongkong, 18th February, 1908. 89****TO LET.****IMMEDIATE POSSESSION.****GODOWN No. 101, Praya East.****Apply to—****CHATER & MODY,****Hongkong, 17th January, 1908. 312****TO LET.****THE ROOMS on the first floor of No. 34,
QUEEN'S ROAD CENTRAL, (opposite
the General Post Office) The Rooms are
light, spacious and well-ventilated. Very
moderate rent. Immediate Possession.****Apply to—****YEE SANG FAT & CO.,****Sans address,
Hongkong, 23rd January, 1907. 270****TO LET.****GODOWN No. 3, NEW PRAYA, Ken-
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& AGENCY CO., LTD.****Hongkong, 1st February, 1908. 260****TO LET.****WELL and Comfortably Furnished
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for each set of rooms. Rent from \$15.00 and
upwards. Good accommodation.****Apply to—****H. RUTONJEE & SON,****5, D'Almeida Street, or
45, Elgin Road, Kowloon.
Hongkong, 17th February, 1908. 381****TO LET.****AUCTION ROOMS, No. 2, Zetland Street,
immediate possession.****Nos. 2 and 4, "FAIRVIEW," ROBINSON
ROAD, Kowloon.****"WOODBURY" GARDEN ROAD.****"ROSEBATH," Kowloon.****Apply to—****LEIGH & ORANGE,****1, Des Voeux Road,
Hongkong, 10th February, 1908. 87****TO LET.****PEE 1st January, One OFFICE ROOM
on Second Floor, Prince's Buildings.****Apply to—****REUTER, BROCKELMANN & CO.****Hongkong, 9th December, 1907. 102****TO LET.****OFFICES in ALEXANDRA BUILDINGS.****Apply to—****SECRETARY,
A. S. Watson & Co., Limited.
Hongkong, 23rd April, 1907. 131****KING AND PEOPLE IN PORTUGAL.**

Angelo Vas. writes in *The Internationalist* for January 3rd [of course before the recent tragedy] as follows:—The political affairs of Portugal have lately been the subject of innumerable articles in the foreign Press, especially in the leading papers.

With the exception of the straightforward and splendid interviews of Louis Morote in the *Madrid Herald*, all the other articles are full of wonderful mystifications and misleading statements. The news in them is biased in favour of the dictator Joao Franco, who inspired them and pays for them with our money. I do not also, thanks to our illustrious fellow-citizen, Dr. Magalhes Lima, has not before its readers the real aspect of the situation in Portugal, and has brilliantly unmasked the methods of autocracy in this miniature Russia of the West.

Portugal, at the present moment, is the unfortunate victim of a plot of calumny. All the events which are taking place in this beautiful and noble country are placed before the public opinion of the world in a distorted and unrecognisable shape. It has been stated, for instance, in newspapers, that Portugal has no parliamentary traditions; that it is not sufficiently educated to exercise its sovereign power through a legislative body; and that the Portuguese nation therefore certainly requires a dictatorship to prepare it gently but firmly for the exercise later of this sovereign power. Nothing could be farther from the truth. In the solemn Act of Acknowledgment of the King in 1640, the representatives of the clergy, nobility, and people avowed and asserted the supremacy of the nation, and its power to expel the King from the throne if he became unworthy to occupy it. Thus then a succession of civil wars established and strengthened the principles of constitutionalism, and the Constitution of 1822 placed to sovereignty of the people above that of the King.

The Constitutional Charter of 1826—a charter extorted by force—is even now a mockery, in which its grantor, Dom Pedro IV, cheated the nation, if the expression is permissible, since he concentrated in the controlling power of the King all the other functions of government: the legislative, the executive and the judicial. An utter nullity to-day, it was even in its origin only a mockery. Since the start it provoked the strongest criticism, and it was only with great difficulty that it remained law for a little while.

Through the veto, the King can oppose the promulgation of a law voted by the Chambers; through the free selection of his Ministers, he dismisses from power, when he pleases, all the men of liberal principles, or those who will not yield to his will; through the Executive, which appoints the judges and can harass them with persecutions, the King holds in check the judicial power also.

Joao Franco, ambitious without talent, profoundly ignorant, loving power for power's sake, procures the insertion in foreign newspapers of the statements that the illiteracy of our country is a sufficient reason for the dictatorship. Does any one want to know who is responsible for this illiteracy? It is the monarchy, which deliberately and systematically aims at keeping the nation in the blackest ignorance. There is a familiar saying of a Russian who happens to read and write is an illiterate. In Portugal, the Braganza is the same, and they do not desire the education of the people. In reference to this, it is most interesting to read the speeches and reports of Dr. Bernardino Machado, which prove to excess the bad faith of successive monarchist governments on the subject of popular education. The sum devoted to this purpose, is absolutely trifling.

A few days ago, a dictatorial decree was published, which forbade pupils being entered in the schools for elementary teachers. Every one, of course, understands. There is no education for the people are illiterate, the Dictator declares through the medium of the foreign Press. But one of his dictatorial measures decreases the number of future teachers.

This action is not without precedent in our country. From 1829, during the absolute reign of Dom Miguel, two hundred elementary schools were closed. There is a striking similarity in the two periods.

Joao Franco tries to answer the strictures, which the action referred to has excited, by saying that the number of certificated teachers far exceeds the number of schools which the Government can build. The average number of schools constructed during the past few years, already very small, will probably be further diminished, in consequence, says the Dictator, of the financial situation.

The expenses of the State, it is true, have been recklessly increased during the dictatorship. The pay of the Army and the salaries of officials were raised, because Joao Franco is endeavouring in this way to prop up the tottering monarchy. But in spite of all his efforts, the stability of the House of Braganza is threatened more and more every day, and the Army, which has just gained so heroic a victory in the colonies in Africa, is more and more eager to clear itself in a proud and decisive manner of the suspicion that it defends royalty for considerations of money.

No, a thousand times, no. The policy of corruption and treachery inaugurated by Joao Franco will have no hold over the brave heart of the nation.

The question of the illegal advances to the Royal House was discussed some time ago by the *Luz*, a brilliant republican newspaper in Lisbon. In all the history of the Royal Courts of Europe there is no episode, not even that of Marie Antoinette's necklace, which can be compared with this scandal. Illegal and dishonest acts succeed one another with bewildering shamelessness, proving once more the startling truth of the famous assertion of the lately deceased ex-minister D. Carlos when he bluntly declared that "the country had been plundered and was governed by downright gangs of thieves." Among the parties referred to, we cannot exclude the present Dictator, who, it must not be forgotten, in 1891, and especially in 1894-1896, was distinguished as the leader in the extension of the royal power. One of the means of extending the royal power was the unlimited disposal of public money by His Majesty Dom Carlos I, or rather the mixing up of public money with the private property of the Royal House. The foreign Press, paid by the Dictator, has already given his version of the history of this squandering of public funds wherein Joao Franco is depicted as the man with the "matted hair" capable of ending all these abuses. Nothing is more untrue.

The waste of money continues, but in a different way. The "Rotators," that is to say, the "Regenerators" and the "Progressives," who came into power by regular elections, gave money to the King in an underhand manner, under the disguise of advances. They are charged by Joao Franco with being dishonest and downright rascals. He, however, the incorruptible and unapproachable man of honour and a second Cato, acknowledged the debts due from the King to the public treasury,

has them defrayed at the expense of the public treasury, and by a dictatorial act increases the Civil List by 180 contos (\$32,000) per annum. Joao Franco claims to have settled the matter of the illegal advances to the Royal House by a dictatorial decree signed by the King. That is to say signed by the debtor, who first declared a state of siege in order to settle accounts with the nation, his creditor. The Dictator begins with a report on the unfortunate poverty of the King, which is a mass of inaccuracies and unadmitted deceptions, picturing the financial position of the Royal House as full of difficulties.

The untruthfulness of this declaration is evident on taking into consideration the large period of travel abroad, splendid receptions in Lisbon and other cities in honour of foreign sovereigns, the time when the King is buying the extensive farm of Bacalhoas, yachts, little motor-boats, two magnificent properties in Lisbon at the side of the "Necessidades" palace, four automobiles with luxurious bodies built by a celebrated Paris house. How happy could a man be amid such poverty!

Then the Dictator fixes the amount of the advances. They are, says he, 771 contos (\$15,200). Where are the proofs? There is nothing further. Joao Franco asserts it, but that does not prove it.

Is his word sufficient? What is his moral authority, after the ignominious bankruptcy of his word of honour? He swore on his honour to respect the Constitution, and failed to do so; he promised to govern always with a Parliament, and closed it without good pretext; he bound himself to give liberty of the Press, and by a dictatorial decree suspends and can destroy every newspaper from one day to the next. The right of public meeting does not exist, the people cannot demonstrate, about a hundred persons are in prison on no definite charge. There is firing in the streets of Lisbon and Oporto—a word, every form of liberty and all the rights of individuals are destroyed.

He swore to his Maker (like nearly all reactionaries) he is a bigot to carry on a strict and honest administration. Once in power, he begins a policy of unexampled corruption and venality, and endeavours to corrupt classes and individuals, distributing money through friends and co-religionists. He himself profits, by dictatorial decrees, since the moment he falls from power, he will proceed to draw, in the position which he holds in a court of justice, 3 contos (\$600) instead of 2 contos (\$400) which he earned before. Can we, after this, accept the unsubstantiated statements of such a man?

Now comes the humiliating piece of mockery. The royal yacht *Amelia* was bought a few years ago by the State. It was counted as one of the vessels of our Navy. The King used to travel in it, but it belonged to the nation. The Dictator reckons its value at 306 contos (\$61,200) and the King in order to settle accounts with the State makes it a present of the yacht.

Can anything be imagined more ingenious, more exorbitantly funny? The Dictator King pays the creditor-nation a sum of \$61,200 with the yacht *Amelia*, which is the property of the State.

But note what follows. The 405 contos (\$80,900) remaining of the full amount of 771 contos which the Dictator admits to be the King's debt to the country are cleared off in the following way. For some years the King has been receiving annually an income derived from some palaces in which were established the Military Academy, barracks, etc. By law these palaces belong to the nation, but the Royal House has the usufruct. The truth has been clearly demonstrated by the distinguished journalist Dr. Bento Gomes. As they are occupied by public departments, the King has taken advantage of the moment to let them to the State, which is the lawful owner of them.

The King surrenders the usufruct of these palaces, and generously sells it to the nation for the sum of \$63,000. That is the master-stroke of Joao Franco.

But not yet all. The first proceeds. Bearing in mind the tragical indigence of the King, the Civil List is increased by 160 contos (\$32,000) per annum that is to say by nearly 296 a day. The Civil List of the whole royal family now amounts to 685 contos (\$137,000). Nor does the money cease with the Civil List. There are repairs to a dining-room in the "Necessidades" palace, amounting this year to 40 contos (\$8,000). There is the voyage of the Crown Prince Louis Philippe to Africa, costing more than 200 contos (\$40,000). The Braganza dynasty is a bottomless gulf. It has cost and is still costing us outrageous and incalculable sums.

Such, rapidly sketched, is the political situation in Portugal. The present crisis is due to a question of morality and liberty. The monarchy is oppressing and robbing us; the monarchy, which is a tremendous power of religious reaction, plutocratic and autocratic, spells within a short period ruin, bankruptcy and dishonour.

For our country Portugal, this historic movement means life or death. We republicans do not despair. The Portuguese nation, virtuous, long-suffering, but honest and intelligent, plodding and industrious, momentarily beaten is not yet crushed. Let the whole world note this. It preserves latent energies, and already in the distance can be heard the dull rumblings of the social storm. The public conscience is awakening, the avenging revolution will burst forth, to cleanse our beloved country and by a triumphant republic to win salvation and a future of justice and freedom.

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The Passengers, should they so desire, may make arrangements to remain on board during steamer's stay in Manila.

Special arrangements have also been made by Messrs. JARDINE, MATHESON & CO., LTD. and Messrs. BUTTERFIELD & SWIRE.

Hongkong, 17th February, 1908.

377

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ARRIVALS.
BENJAMIN, British str., 2,520, H. W. Bao, 18th February—London via Singapore 11th Feb. General—Gibb, Livingston & Co.
KUMANO MARU, Japanese str., 3,147, N. Mathieu, 18th February—Japan 8th Feb. General—Nippon Yusen Kaisha.
LAISANG, British str., 3,980, E. J. Tadd, 18th Feb.—Calcutta Feb. 1st and Straits 11th Feb. General—Jardine, Matheson & Co.
LENNOX, British str., 3,361, F. McNair, 18th February—Moji 11th February, Coal—Jardine & Co.
LOYAL GERMAN, str., 1,237, Fr. Natus, 18th February—Bangkok 6th February, Rice—Sander, Wieler & Co.
MEEFOO, Chinese str., 1,339, J. McArthur, 18th February—Shanghai 15th Feb. General—Chinese.
YUENANG, British str., 1,128, P. H. Rolfe, 18th February—Manila 15th Feb. General—Jardine, Matheson & Co.

CLEARANCES
AT THE HARBOR MASTER'S OFFICE.
 18th February.
Bingo Maru, Japanese str., for Singapore.
Kochu, British str., for Shanghai.
Kochu, British str., for Haiphong.
Kochu, British str., for Swatow.
Meefoo, Chinese str., for Canton.
Sooku Maru, Japanese str., for Swatow.
Yosuta Maru, Japanese str., for Nagasaki.

DEPARTURES.
 18th February.
BORNEO, German str., for Sandakan.
CHONGHONG, British str., for Canton.
CHILIL, British str., for Haiphong.
CHONGHONG, British str., for Haiphong.
HAICHING, British str., for Coast Ports.
HINSANG, British str., for Swatow.
LENNOX, British str., for Haiphong.
MANILA, British str., for Shanghai.
CEBRANG, French str., for Europe & Rio de Janeiro.
RIOMU MARU, Japanese str., for Kobe.
SHANTUNG, German str., for Bangkok.
SKANSTAD, Norwegian str., for Takao.
TAMING, British str., for Manila.
TANGO MARU, Japanese str., for Shanghai.
TOKIN, French str., for Shanghai.
TEINAN, British str., for Yokohama.
WINGANG, British str., for Canton.

SHIPPING REPORTS.
 The British str. *Laissang* reports: Moderate monsoon and high sea to 12 N. from thence light monsoon and fine weather to Paracels and towards Hongkong, strong monsoon and high sea.
 The Chinese str. *Meefoo* reports: Light breeze N. E. and overcast to Haiphong; thence strong monsoon and heavy following sea to Breaker Port; thence strong breeze and sea to Port.

VESSLS IN DOCK.
 February 18th.
AT THE DOCKS.—*Hakata*, *Persia*, *Amigo*, *Spring*, *Oyoko*, *Shantung*, *Kaifong*, *Cebu*, *Ulysses*, *Bevan*, *Dec. 29*, from Liverpool, for Batavia.
AT THE DOCKS.—*Hakata*, *Persia*, *Amigo*, *Spring*, *Oyoko*, *Shantung*, *Kaifong*, *Cebu*, *Ulysses*, *Bevan*, *Dec. 29*, from Liverpool, for Batavia.

VESSLS PASSED ANFR.
 Jan. 31, Dutch str. *Gede*, 1000, Dec. 31, from Rotterdam, for Batavia.
 British str. *Keenan*, Conradi, Jan. 31, from Batavia, for Amsterdam.
 British str. *Islander*, Wright, Jan. 29, from Christmas Island, for Singapore.
 Feb. 2, Dutch str. *Kediri*, 1000, Dec. 16, from Rotterdam, for Batavia.
 British str. *Patrol*, Dummell, from Christmas Island, for Singapore.
 Feb. 3, British str. *Alcedo*, Cummings, Oct. 17, from Hongkong, for Baltimore.
 British str. *Ulysses*, Bevan, Dec. 29, from Liverpool, for Batavia.
 Feb. 4, German str. *Lehringen*, William, Feb. 4, from Batavia, for Bremen.
 British str. *Charlton*, from Sydney, for Singapore.

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THE Steamship
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 Captain T. H. Hyde, R.N.E. carrying H. Majesty's Mail, will be despatched from this for Bombay & Co. on SATURDAY the 22nd February at Noon, taking passengers and cargo for the above port in connection with the Company's s.s. "BRITANNIA," 7,000 tons, from Colombo passengers' accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable cargo for France and Teo for London (under steamship) will be transhipped at Colombo into the mail steamship proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "ARABIA," due in London on 4th April, 1908.
 Parcels will be received at this Office until 4 p.m. the day before sailing. The content and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent.
 Hongkong, 10th February, 1908.

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 Passengers tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo.
 Cargo also looked for principal places in Europe.
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 S.S. "POLYNESIE" ... 31st March.
 J. MILLET,
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 Hongkong, 19th February, 1908.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blakes Pier. 3 From Blakes Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, ANTWERP & HAMBURG	FLINTSHIRE	Brit. str.	T. H. Hyde, R.N.E.	SHEWAN, TOMES & CO.	To-morrow.
LONDON & ANTWERP VIA SINGAPORE, &c.	DEVANHA	Brit. str.	T. H. Hyde, R.N.E.	P. & O. S. N. Co.	On 22nd inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	SOCOTRA	Brit. str.	W. R. Hickey	P. & O. S. N. Co.	About 4th March.
MARSEILLES, HAYRE & HAMBURG, &c.	KAWACHI MARU	Jap. str.	H. Peterson	NIPPON YUSEN KAISHA	On 4th Mar., at D'light
MARSEILLES, HAYRE & HAMBURG, &c.	SAKONIA	Ger. str.	H. Peterson	HAMBURG-AMERICA LINE	To-day.
MARSEILLES, PLYMOUTH, HAYRE & HAMBURG, &c.	PETRONIA	Dan. str.	H. Pybus	MELCHERS & CO.	On 21st inst.
MARSEILLES, &c., VIA PORTS OF CALL	RENEE SIMONS	Ger. str.	Girard	HAMBURG-AMERICA LINE	On 22nd inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	AMSTEL	Ger. str.	Girard	HAMBURG-AMERICA LINE	On 3rd Mar., at 1 p.m.
HAYRE, BREMEN & HAMBURG VIA STRAITS, &c.	STAVIA	Ger. str.	Koiste	HAMBURG-AMERICA LINE	On 10th March.
NAPLES, GENOA, ALGERES, GIBRALTAR, &c.	KLEIST	Ger. str.	Rud. Meyer	MELCHERS & CO.	On 3rd March.
BREMEN & HAMBURG VIA STRAITS, &c.	SPERIA	Ger. str.	Rud. Meyer	MELCHERS & CO.	On 26th inst., at Noon.
TRIESTE, &c., VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	Gillhaber	HAMBURG-AMERICA LINE	On 23rd inst.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	KENNEDIC	Brit. str.	Beynon	STANDARD OIL CO.	On 22nd inst., A.M.
NEW YORK VIA SUEZ CANAL	INDEAN	Brit. str.	MacFarlane	JARDINE, MATHESON & CO., LD.	About 7th March.
NEW YORK VIA PORTS & SUEZ CANAL	SAINT PATRICK	Brit. str.	MacFarlane	JARDINE, MATHESON & CO., LD.	On 22nd inst., at 3 p.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF CHINA	Brit. str.	MacFarlane	CANADIAN PACIFIC CO.	About 18th March.
VICTORIA, B.C. & TACOMA VIA JAPAN	LENNOX	Brit. str.	MacFarlane	CANADIAN PACIFIC CO.	On 12th Mar., at 4 p.m.
VICTORIA, B.C. & SEATTLE, WASH., &c.	SHAWMUT	Am. str.	E. V. Roberts	TOYO KISEN KAISHA	On 25th Mar., at Noon.
CALLAO, ILOILO, QUEZON, &c.	KASATO MARU	Jap. str.	M. Yagi	NIPPON YUSEN KAISHA	On 21st inst.
AUSTRALIAN PORTS VIA MANILA	KANANO MARU	Jap. str.	D. Mori	TOYO KISEN KAISHA	On 21st inst.
AUSTRALIAN PORTS VIA MANILA	PAINT SIGISMUND	Ger. str.	N. Matheson	NIPPON YUSEN KAISHA	First half of April.
AUSTRALIAN PORTS VIA PORT DARWIN, &c.	EASTERN	Brit. str.	D. Lenz	MELCHERS & CO.	On 21st inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	MacArthur	GIBB, LIVINGSTON & CO.	On 3rd Mar., at 5 p.m.
AUSTRALIAN PORTS VIA MANILA	TAMBA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	L. Dawson	BUTTERFIELD & SWIRE	On 20th Mar., at Noon.
NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 9th Mar., at 4 p.m.
JAPAN	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 22nd inst., at D'light
CHINKIANG	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	Quick despatch.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	To-morrow at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	To-day, at 3 a.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 25th inst.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	About 21st inst.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 24th inst.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	About 3rd March.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 18th Mar., at 4 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 22nd inst., at D'light.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 23rd inst., at 9 a.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 21st inst., at 10 a.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 21st inst., at 4 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 22nd inst.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	To-morrow, at 3 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	On 27th inst., at 3 p.m.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	To-day, at Noon.
SHANGHAI	YAWATA MARU	Jap. str.	K. Homma	NIPPON YUSEN KAISHA	About 25th inst.

CANADIAN PACIFIC RAILWAY, COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.
 THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF OVER 11 DAYS ACROSS THE PACIFIC TO THE "EMPEROR LINE," SAVING 5 TO 10 DAYS' OCEAN TRAVEL.
 11 DAYS YOKOHAMA TO VANCOUVER.
 15 DAYS HONGKONG TO VANCOUVER.

R.M.S.	PROPOSED SAILINGS.	(Subject to Alteration).	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	THURSDAY, 12th March..	30th March
"EMPEROR OF INDIA"	3,700	WEDNESDAY, 25th March..	23rd April
"EMPEROR OF JAPAN"	6,000	THURSDAY, 9th April..	27th April
"EMPEROR OF KORE"	3,700	WEDNESDAY, 22nd April..	16th May
"EMPEROR OF MANCHU"	3,700	THURSDAY, 11th May..	25th May
"EMPEROR OF MONGOLIA"	3,700	WEDNESDAY, 20th May..	18th June

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers.
 S.S. "EMPEROR OF CHINA" will depart from HONGKONG at 4 p.m.
 S.S. "EMPEROR OF INDIA" will depart from HONGKONG at 12 Noon.
 S.S. "EMPEROR OF JAPAN" will depart from HONGKONG at 12 Noon.
 S.S. "EMPEROR OF KORE" will depart from HONGKONG at 12 Noon.
 S.S. "EMPEROR OF MANCHU" will depart from HONGKONG at 12 Noon.
 S.S. "EMPEROR OF MONGOLIA" will depart from HONGKONG at 12 Noon.
 Hongkong to London, via St. Lawrence River Lines or New York 27, 10 Intermediate or Steamers, 240, 242.
 First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.
 S.S. "EMPEROR OF CHINA" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.
 Passengers Booked through to all ports and AROUND THE WORLD.
 SPECIAL RATES (First class only) granted to Missionaries, Members of the Navy and Military, Diplomatic, and Civil Service, and to European Officials in the Service of China.
 For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
 D. W. CRADDOCK, General Traffic Agent for China,
 Corner Pedder Street and First opposite Blake Pier.

HONGKONG-MANILA.
 Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 22nd February.
RUBI	2540	E. W. Almond	Manila	On 26th February.

* For Freight or Passage apply to
 SHEWAN, TOMES & CO.,
 GENERAL MANAGERS
 Hongkong, 17th February, 1908.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK VIA PORTS AND SUEZ CANAL
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).
 S.S. "SAINT PATRICK" ... About 16th March.
 For freight and further information apply to
 SHEWAN, TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 28th January, 1908.

HONGKONG-NEW YORK.
AMERICAN ASIATIC STEAMSHIP COMPANY
 FOR NEW YORK VIA PORTS AND SUEZ CANAL
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 S.S. "SAINT PATRICK" ... About 16th March.
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 S.S. "SAINT PATRICK" ... About 16th March.
 For freight and further information apply to
 SHEWAN, TOMES & CO.,
 GENERAL AGENTS.
 Hongkong, 28th January, 1908.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.
RUSSIAN EAST ASIATIC CO., LD.
 ST. PETERSBURG & VLADIVOSTOK.
SWEDISH EAST ASIATIC CO., LD.
 GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.
 SUBJECT TO ALTERATION.

DESTINATION	VESSEL'S NAMES	DATE OF SAILING
MARSEILLES, HAYRE & HAMBURG	"PETRONIA"	On 21st February.
COPENHAGEN & ST. PETERSBURG	"TRANQUEBAR"	On 26th February.
SHANGHAI, YOKOHAMA & KOBE	"TRANQUEBAR"	On 26th February.
For Further Particulars, apply to	MELCHERS & CO.	Agents.
Hongkong, 17th February, 1908.		

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.
 CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C. AND TACOMA
 VIA
MOJI, KORE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date.
"SHAWMUT"	3,600	E. V. Roberts	On 27th February.
"TREMONT"	3,600	T. W. Gartick	On 17th March.
"SUVERIC"	3,600	W. Whetton	On 9th April.
"KUMERIC"	3,600	Cowley	On 2nd May.

* Cargo only.
 CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.
 For further information apply to—
 DODWELL & CO., LIMITED,
 GENERAL AGENTS,
 QUEEN'S BUILDINGS.
 Hongkong, 18th February, 1908.

INDO-CHINA STEAM NAV. CO., LD.
 PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	DATE OF SAILING
SHANGHAI	"FOOSHING"	Wednesday, 19th Febr., Noon.
SHANGHAI	"CHOYSANG"	Thursday, 20th Febr., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Thursday, 20th Febr., 3 p.m.
MANILA	"YUENSANG"	Friday, 21st Febr., 4 p.m.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Thursday, 27th Febr., 3 p.m.
MANILA	"LOONGSANG"	Friday, 28th Febr., 4 p.m.
SHANGHAI, YOKOHAMA, KORE & MOJI	"FOOKSANG"	Friday, 13th March, 4 p.m.

A Special reduced rate of \$50 for Return Passengers will be issued for our Sailings to Manila of the 21st and 28th instant, available for 30 days from date of issue. Passengers taking on these tickets are exempt from the Head Tax.
 * These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.
 * Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, and Tientsin via Chingwanan.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., LTD.,
 GENERAL MANAGERS.
 Hongkong, 19th February, 1908.

INDO-CHINA STEAM NAV. CO., LD.
 PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

INDO-CHINA STEAM NAV. CO., LD.
 PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

VESSELS ON THE BERTH

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"FLINTSHIRE"
 Will be despatched for the above Ports TO-MORROW, the 20th February.
 For Freight and Further Particulars, apply to
 SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 23rd January, 1908.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
 STEAM FOR
 FLORENCE AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.
 Taking Cargo at through rates to the BRITISH, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.
 For information as to Passage and Freight apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 18th February, 1908.

"INDRA" LINE LIMITED.
 FOR NEW YORK VIA SUEZ CANAL.
 WITH LIBERTY TO CALL AT MALABAR COAST.
 THE Steamship
 "INDRA"
 Captain MacFarlane, will be despatched as above on SATURDAY, the 22nd February, at 3 p.m., instead of as previously advertised.
 This steamer has capital accommodation for passengers, electric light and carries a doctor and stewardess.
 For information as to Passage and Freight apply to
 SANDER, WIELER & CO.,
 Agents.
 Hongkong, 18th February, 1908.

"INDRA" LINE LIMITED.
 FOR NEW YORK VIA SUEZ CANAL.
 WITH LIBERTY TO CALL AT MALABAR COAST.
 THE Steamship
 "INDRA

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE, MANILA, and YOKOHAMA	Capt. F. E. Andrews, R.N.R.	About 16th Febr.	Freight and Passage.
SHANGHAI	Capt. J. D. Andrews, R.N.R.	About 21st Febr.	Freight and Passage.
LONDON via usual ports DEYANHA	Capt. T. H. Hild, R.N.R.	Noon, 22nd Febr.	See Special of Call.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, and PORT SAID	Capt. W. E. Hickey	About 4th March	Freight only.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th February, 1908

CHINA NAVIGATION CO., LIMITED.

FOR	STAMERS	TO SAIL
SAMARANG, NINGPO and SHANGHAI	"KANOWH"	On 19th Febr., Noon.
MANILA, SHANGHAI, CHINKIANG, OEBU and LOLOLO	"TEAN"	On 21st Febr., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COCKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HOBART, LAUNCESTON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PERTH	"YUNNAN"	On 25th Febr., 4 P.M.
	"CHINKIANG"	On 25th Febr., 4 P.M.
	"KATFONG"	On 25th Febr., 4 P.M.
	"TAIYUAN"	On 9th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivaled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates, or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

BUTTERFIELD & SWIRE,
AGENTS.

Freight - Passengers, apply to -

Hongkong, 19th February, 1908.

NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.

FOR	STAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"KLEIST"	Wed., 26th Febr., at Noon.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ SIGISMUND"	Tuesday, 3rd Mar., at 5 P.M.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"PRINZ LUDWIG"	About Tuesday 3rd March.
KUDAT and SANDAKAN	"BORNEO"	Middle of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD,
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th February, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN
HONGKONG, SOUTH CHINA COAST PORTS
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG -
SUBJECT TO ALTERATION.

FOR	THE CO.'S S.S.	LEAVING
SHANGHAI via SWATOW, AMOY and FOOCHOW	"SOSHU MARU"	WEDDAY, 19th Febr., at 8 A.M.
ANPING via SWATOW, AMOY and FOOCHOW	"FUKUSHU MARU"	SUNDAY, 23rd Febr., at 8 A.M.
TAMUI via SWATOW, AMOY and FOOCHOW	"JOSHIN MARU"	SUNDAY, 23rd Febr., at 9 A.M.

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivaled Table.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

Hongkong, 18th February, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via SINGAPORE and COLOMBO,
to HAVRE, BREMEN and HAMBURG and to NEW YORK.

Taking Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabia and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, HAVRE & HAMBURG:
ROSENSTADEN ... 24th Febr.	S.S. SAXONIA ... 19th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR MARSEILLES, PHMOUTH, HAVRE & HAMBURG:
S.S. SAMBIA ... 25th Febr.	S.S. RHENANIA ... 26th Febr.
FOR SHANGHAI, YOKOHAMA & KOBE:	FOR BREMEN & HAMBURG:
BELGRAVIA ... 5th March	S.S. SPANIA ... 23rd Febr.
	FOR HAVRE, BREMEN & HAMBURG:
	S.S. SLAVONIA ... 3rd March.
	FOR ROTTERDAM & HAMBURG:
	S.S. AMERICA ... 10th March.

For Further Particulars, apply to -

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 18th February, 1908.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJIKINI	JAVA	Second half of Febr.	JAPAN	Second half of Febr.
TJILIWONG	JAPAN	Second half of Febr.	JAVA PORTS	Second half of Febr.
TJIMAH	JAVA	Second half of Febr.	JAVA PORTS	First half of March
TJIBODAS	JAVA	First half of March	JAPAN	First half of March
TJILATJAP	JAVA	Second half of March	JAVA PORTS	Second half of March

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Yok Buildings, 1st Floor.

Hongkong, 14th February, 1908.

Telephone No. 375.

NIPPON YUSEN KAISHA, (THE JAPAN MAIL STEAMSHIP COMPANY.)

PROJECTED SAILINGS FROM HONGKONG - SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
NAGASAKI, KOBE and YOKOHAMA	YAWATA MARU Capt. K. Homma, Tons 3817	WED'DAY, 19th Febr., at Noon.
KOBE and YOKOHAMA	TAMURA MARU Capt. O. H. Butler, Tons 6134	SATURDAY, 2nd Febr., at Daylight.
BOMBAY via SINGAPORE and COLOMBO	KAGOSHIMA MARU Capt. K. Kori, Tons 4475	WED'DAY, 26th Febr., at Noon.
SHANGHAI and KOBE	TAKASAKI MARU Capt. A. Mocker, Tons 4746	MONDAY, 2nd March.
VIETNAM, B.C. and SEATTLE, WASH. via SHANGHAI, MOJI, KOBE and YOKOHAMA	AKI MARU Capt. M. Yagi, Tons 6444	TUESDAY, 3rd March, at 4 P.M.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KAWACHI MARU Capt. H. Petersen, Tons 6227	WED'DAY, 4th March, at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. N. Matheson, Tons 5078	FRIDAY, 21st Febr., at Noon.
	YAWATA MARU Capt. K. Homma, Tons 3817	FRIDAY, 21st March, at Noon.

1. Cargo only.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.

Hongkong, 17th February, 1908.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON, ESTABLISHED 1841.

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, ETC.

TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES.

FOREIGN MONIES EXCHANGED.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED.

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HONGKONG.Japan Office:
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YOKOHAMA.

**KEATING'S
POWDER**

BUGS FLEAS
MOTHS BEETLES

TINS & BOTTLES ONLY.

**MITSU BISHI DOCKYARD
AND ENGINE WORKS,
NAGASAKI.**

THE WORD: "DOCK"

A.I. A.B.C. and Engineering Code Under
NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.
Length on Blocks ... 714 "
Width of Entrance on Top ... 94 "
Width of Entrance on Bottom ... 88 "
Water on Blocks at Spring Tide ... 24 "

DOCK No. 1.

Extreme Length ... 523 feet.
Length on Blocks ... 518 "
Width of Entrance on Top ... 68 "
Width of Entrance on Bottom ... 77 "
Water on Blocks at Spring Tide ... 64 "

DOCK No. 2.

Extreme Length ... 571 feet.
Length on Blocks ... 560 "
Width of Entrance on Top ... 68 "
Width of Entrance on Bottom ... 53 "
Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1000

THE WORKS are well equipped with
LATEST PLANTS and APPLI-
ANCES to undertake BUILDING or
REPAIRING SHIPS, ENGINES, and
BOILERS, and also ELECTRICAL
WORK.

A LARGE STOCK of MATERIAL is
always kept on hand.

THE COMPANY has the powerful steam-
"OURA-MARU" (712 tons, 700 H.P.)
specially built for SALVAGE PURPOSES
equipped with necessary gear, always ready
for service.

**GRIMAULT & CO
Medicinal Skin Soap**

Recommended by eminent Der-
matologists and adopted in the
Paris Hospitals in the treatment
of Ringworm, Acne, Psoriasis,
Eczema, and Skin-diseases, ge-
nerally.

8, RUE VIVienne, 8
Paris

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION No. 1 is a
suspension, often used, removes all discharges from
the urinary tract, especially gonorrhoea, and all the
diseases of which it has been too much a feature,
of which does irreparable harm by laying the foundation
of irritation of the lower urinary tract. In dysentery, piles,
some of the more trying complaints of this kind, it will be
found to have a beneficial effect, affording prompt relief
where other well-tried remedies have been powerless.

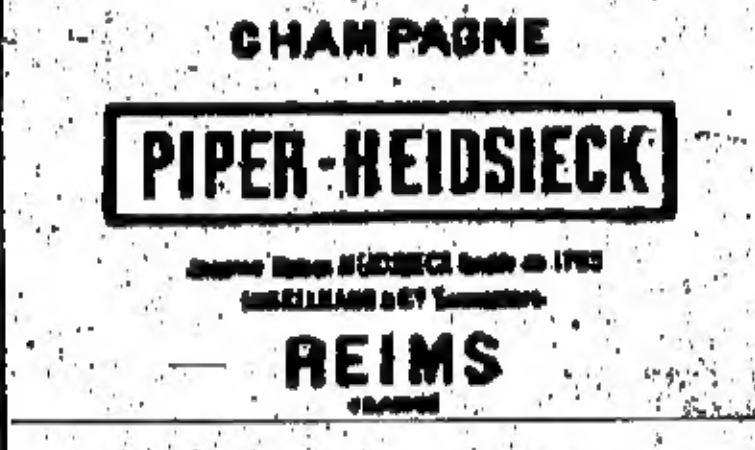
THERAPION No. 2 is for
the blood, cures pimples, spots, blotches, and swell-
ings of the face, and all the skin diseases, such as
eczema, impetigo, scabies, and all the diseases of the
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POST OFFICE NOTICE

The *Delhi* with the English mail of the 24th January, left Singapore on Saturday the 15th inst. at 9 a.m. and may be expected here to-morrow, at 8 a.m. This packet brings replies to letters despatched from Hongkong on the 24th December and the parcel mails closed in London for despatch by the all sea route on the 15th January and for despatch overland on the 22nd January.

FOR	PER	DATE
Swatow and Bangkok	Decatur	Wednesday, 19th, 9.00 A.M.
Halpang	Shanlung	Wednesday, 19th, 9.00 A.M.
Shanghai	Poochow	Wednesday, 19th, 11.00 A.M.
Shanghai	Poochow	Wednesday, 19th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Benbow	Wednesday, 19th, 11.00 A.M.
Nagasaki, Kobe and Yokohama	Yowata Maru	Wednesday, 19th, 11.00 A.M.
Swatow, Singapore and Bangkok	Sui Tai	Wednesday, 19th, 1.15 P.M.
Hoihow and Haiphong	Carl Diederichsen	Wednesday, 19th, 5.00 P.M.
Shanghai	Choyang	Thursday, 20th, 11.00 A.M.
Macao	Sui Tai	Thursday, 20th, 1.15 P.M.
Singapore, Penang and Calcutta	Nippon Maru	Thursday, 20th, 3.00 P.M.
Swatow, Amoy, and Poochow	Haikun	Friday, 21st, 9.00 A.M.
Manila, Thursday Isd., Townsville, Brisbane, Sydney, Melbourne, Hobart, Lancaster, New Zealand, Adelaide, Perth & Fremantle	Kumano Maru	Friday, 21st, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail, Extra Postage 10 cents)



SOLE AGENTS FOR CHINA:

H. RUTTONJEE & SON.

WINE & SPIRIT MERCHANTS.

TO-DAY, Sale, Ponies, opposite City Hall, Messrs Hughes & Hough, 3 p.m.

COMMERCIAL

EXCHANGE

CLOSING QUOTATIONS.

February 18th.

ON LONDON—	Telegraphic Transfer	1/10 1/2
Bank Bills, on demand	1/10 1/2	
Bank Bills, at 30 days sight	1/10 1/2	
Bank Bills, at 60 days sight	1/10 1/2	
Credit, at 4 months sight	1/11 1/2	
Documentary Bills at 4 months sight	1/11 1/2	
ON PARIS—	Bank Bills, on demand	83 1/2
Credit, at 4 months sight	84 1/2	
ON GERMANY—	on demand	195
ON NEW YORK—	Bank Bills, on demand	46 1/2
Credit, at 60 days sight	47 1/2	
ON BOMBAY—	Telegraphic Transfer	143
Bank, on demand	143	
ON CALCUTTA—	Telegraphic Transfer	143
Bank, on demand	143	
ON SHANGHAI—	Bank, at sight	74
Private, 30 days sight	74 1/2	
ON YOKOHAMA—	On demand	93
ON MANILA—	On demand—Pesos	93 1/2
ON SINGAPORE—	On demand	22 p.c.m.
ON BATAVIA—	On demand	114 1/2
ON HAIPHONG—	On demand	54 p.c.m.
ON SAIGON—	On demand	54 p.c.m.
ON BANGKOK—	On demand	54 p.c.m.
SOVEREIGNS, Bank's Buying Rate	105.85	
GOLD LEAF, 100 fine, for sale	154.90	
BANK SILVER, per 100, for sale	25 1/2	

SUBSIDIARY COINS.	per cent.
China 20 cents pieces	77.88 discount.
10 " "	8.20 "
Hongkong 20 " "	7.45 "
10 " "	7.85 "

OPIUM.

January 18th.

Quotations are—	
Malwa New	... \$950 per picul.
Malwa Old	... \$1100 "
Malwa Older	... \$1040 "
Malwa V. Old	... \$1070 "
Persian fine quality	... \$800 "
Persian extra fine	... \$870 "
Patna New	... \$985 per chest.
Patna Old	... \$974 "
Ben res New	... \$974 "
Ben res Old	... \$974 "

VESSELS EXPECTED.

THE ENGLISH MAIL.
The P. & O. str. *Delhi* left Singapore for this port on the 15th inst. at 9 a.m., with the outward English Mails, and is due here to-morrow at 8 a.m.

THE AMERICAN MAIL.
The O. & O. str. *Asia* sailed from Yokohama on 11th inst. for this port via Kobe, Nagasaki & Manila and will be due at this port on 21st inst.

THE GERMAN MAIL.
The I.G.M. str. *Prinz Ludwig* left Singapore on the 15th inst. at 8 a.m., and may be expected here on or about the 4th prox.

The I.G.M. str. *Manila* left Sydney on Tuesday, 11th inst. p.m., and may be expected here on or about the 4th prox.

MERCHANT STEAMERS.
The N.Y.K. str. *Aki Maru* (American Line) left Kobe for this port via Moji, and Shanghai on 14th inst., and is expected here to-day.

The H.A.L. str. *Benicia* left Shanghai on 15th inst. at 9 p.m., and may be expected here to-day.

The N.Y.K. str. *Tamla Maru* (European Line) left Singapore for this port on the 14th inst., and is expected here to-morrow.

JOINT STOCK SHARE

Hongkong, February 18th.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	Nominal.
Hongkong & Shanghai	\$125	\$700, bid.
National B. of China	20	\$51.
Sell's Asbestos & Co.	125	\$74, buyers.
China-Borneo & Co.	112	\$191.
China Light & P. Co.	110	\$5.
China Provident	110	\$83, sellers.
Cotton Mills	110	\$10.
International	110	\$10, sellers.
Laon Kung Mow	110	\$10, 75.
Seymour	110	\$10, 75.
Dairy Farm	110	\$10.
Docks and Wharves	110	\$10.
H. & K. Wharf & G.	110	\$10.
H. & W. Dock	110	\$10.
Nippon Amoy Dock	110	\$10.
Shanghai Dock	110	\$10.
Shanghai & H. Wharf	110	\$10.
Feuwick & Co., Geo.	110	\$10.
Green Island Cement	110	\$10.
Hongkong & C. Gas	110	\$10.
Hongkong Electric	110	\$10.
Hongkong Hotel Co.	110	\$10.
Hongkong Ice Co.	110	\$10.
H.K. Milling Co., Ltd.	110	\$10.
Hongkong Rope Co.	110	\$10.
Insurance	110	\$10.
China Fire	110	\$10.
China Trade	110	\$10.
Hongkong Fire	110	\$10.
North China	110	\$10.
Union	110	\$10.
Yangtze	110	\$10.
Land and Building	110	\$10.
Hongkong Land	110	\$10.
Hongkong Land & B.	110	\$10.
Shanghai Land	110	\$10.
West Point Building	110	\$10.
Mining	110	\$10.
Charbonnages	110	\$10.
Peak Tramway	110	\$10.
Philippine Co.	110	\$10.
Refineries	110	\$10.
China Sugar	110	\$10.
Luxon Sugar	110	\$10.
Steamship Companies	110	\$10.
China and Manila	110	\$10.
Douglas Steamship	110	\$10.
H. Canton & N.	110	\$10.
Indo-China S.N. Co.	110	\$10.
Shell Transport Co.	110	\$10.
Star Ferry	110	\$10.
Do. New	110	\$10.
South China M. Post.	110	\$10.
Steam Laundry Co.	110	\$10.
Stores & Dispensaries	110	\$10.
Campbell, M. & Co.	110	\$10.
Forrest & Co., Wm.	110	\$10.
Watson & Co., A. S.	110	\$10.
Weissmann, Ld.	110	\$10.
United Asbestos	110	\$10.
Do. Founders	110	\$10.
Union Waterworks Co.	110	\$10.

VERNON & SMYTH.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	Pa. 200	Nominal.
Hongkong & Shanghai	\$125	\$700, bid.
National B. of China	20	\$51.
Sell's Asbestos & Co.	125	\$74, buyers.
China-Borneo & Co.	112	\$191.
China Light & P. Co.	110	\$5.
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United Asbestos	110	\$10.
Do. Founders	110	\$10.
Union Waterworks Co.	110	\$10.

HONGKONG TIDE TABLE.

From February 19th to 26th, 1906.

Hour.	High Water.	Low Water.
19th	10.30	1.30
20th	11.45	2.45
21st	12.55	3.55
22nd	1.10	5.10
23rd	2.25	6.25
24th	3.40	7.40
25th	4.55	8.55
26th	6.10	10.10

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, January 18th.

Previous Day at 4 p.m.	On 18th at 4 p.m.	On 19th at 4 p.m.
Barometer 30.18	30.34	30.21
Thermometer 1 p.m. 30.15	Thermometer 1 p.m. 30.15	Thermometer 1 p.m. 30.15
Thermometer 4 p.m. 3.11	Thermometer 4 p.m. 3.11	Thermometer 4 p.m. 3.11
Thermometer 6 a.m. 52	Thermometer 6 a.m. 52	Thermometer 6 a.m. 52
Thermometer 1 p.m. 55	Thermometer 1 p.m. 55	Thermometer 1 p.m. 55
Thermometer 4 p.m. 66	Thermometer 4 p.m. 66	Thermometer 4 p.m. 66

MESSRS. FALCONER & CO.'S REGISTER.

February 18th.

Barometer 9 a.m.	Thermometer (Wetbulb) 9 a.m.
30.18	30.15
Barometer 1 p.m.	Thermometer (Wetbulb) 1 p.m.
30.15	30.15
Barometer 4 p.m.	Thermometer (Wetbulb) 4 p.m.
3.11	3.11
Thermometer 6 a.m.	Thermometer Maximum
52	52
Thermometer 1 p.m.	Thermometer Minimum
55	55
Thermometer 4 p.m.	Thermometer 6 p.m.
66	66

STEAMERS PASSED THE CANAL.

Jan. 25th—Sambha, Peking, 24th. 29th—Donavon, Myrman, 24th. Feb. 1st—Arag, 24th. 2nd—Lowther, 24th. 3rd—Andree, 24th. 4th—Barrow, 24th. 5th—Dionis, 24th. 6th—Dionis, 24th. 7th—Dionis, 24th. 8th—Dionis, 24th. 9th—Dionis, 24th. 10th—Dionis, 24th. 11th—Dionis, 24th. 12th—Dionis, 24th. 13th—Dionis, 24th. 14th—Dionis, 24th. 15th—Dionis, 24th. 16th—Dionis, 24th. 17th—Dionis, 24th. 18th—Dionis, 24th. 19th—Dionis, 24th. 20th—Dionis, 24th. 21st—Dionis, 24th. 22nd—Dionis, 24th. 23rd—Dionis, 24th. 24th—Dionis, 24th. 25th—Dionis, 24th. 26th—Dionis, 24th. 27th—Dionis, 24th. 28th—Dionis, 24th. 29th—Dionis, 24th. 30th—Dionis, 24th. 31st—Dionis, 24th.

ARRIVAL AT HONGKONG.

Feb. 13th—Nippon, 14th—P. E. Friedrich, 14th—Maclean, 14th.

PASSENGERS.

ARRIVED.

Per Benbow, from London, &c., Mr. Bennie.

Per Meifoo, from Shanghai, Miss Lay, Dr. W. W. Myers, and Mr. A. Bernadsky.

Per Kumano Maru, from Japan, &c., for Hongkong, Mrs. Kow-Onyo and 8 children, Mrs. A. Ishimoto, Capt. B. Lundholm, Rev. T. B. Jones, Messrs. C. Katak, M. A. Raburn, K. Kikun, E. Takayama, G. M. Cross, W. Colville, V. Wells, W. G. Bailey, T. B. Focke, J. H. Lumbers, I. Uneda, Kawanotoh, Yofuho, Kowaki, T. Tayan, and Bai-Saki, for Manila, Messrs. T. Kikun, T. Okumura, and T. Bai, for Brisbane, Mr. J. Broeman, for Melbourne, Mr. M. A. Simon.

DEPARTURE.

Per Benbow, to London, &c., Mr. Bennie.

Per Meifoo, to Shanghai, Miss Lay, Dr. W. W. Myers, and Mr. A. Bernadsky.

Per Kumano Maru, to Japan, &c., for Hongkong, Mrs. Kow-Onyo and 8 children, Mrs. A. Ishimoto, Capt. B. Lundholm, Rev. T. B. Jones, Messrs. C. Katak, M. A. Raburn, K. Kikun, E. Takayama, G. M. Cross, W. Colville, V. Wells, W. G. Bailey, T. B. Focke, J. H. Lumbers, I. Uneda, Kawanotoh, Yofuho, Kowaki, T. Tayan, and Bai-Saki, for Manila, Messrs. T. Kikun, T. Okumura, and T. Bai, for Brisbane, Mr. J. Broeman, for Melbourne, Mr. M. A. Simon.

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